


GREATER Wheeling West Virginia and Vicinity



Being a Concise Collection of Important and Informative Articles by Leading Citizens, Vital Statistics, Maps, etc., Endeavoring to Show the Industrial Progress, Present Activities and Future Possibilities of Greater Wheeling and Vicinity.

A Most Complete Presentation of this very Active and Progressive Industrial Community, noted for the Variety and Superb Quality of its Products and the Dominant Spirit of Co-operation Among its Sturdy Citizens.

PROGRESSIVE PUBLISHERS, INC.,
WHEELING, WEST VIRGINIA
1920

WHEELING, WEST VIRGINIA, is the Hub City of the Tri-State District, embracing Northern West Virginia, Western Pennsylvania and Eastern Ohio. It is situated along the Ohio River, in one of the most beautiful valleys of the world. It is one of the richest cities of its class in the world. It is chiefly an industrial community.

A welcome awaits new industries and home seekers who want to locate in a city with a bright future. "The Beautiful Valley of Progress"—The Ohio Valley—affords an excellent opportunity for all people who appreciate **A GOOD THING**.

✓
GREATER
Wheeling
West Virginia
and Vicinity ✓

✓ Editor:
ALBERT N. DENNIS ✓

Associate Editors:
HARRY P. CORCORAN
FRENCH D. WALTON

Publicity:
FRED NINNESS

Assistant:
LEAH ROSS

Special Contributors:
DR. JOHN L. DICKEY
W. B. FRANCIS
JOHN B. GARDEN
PROF. C. E. GITHENS
PROF. JOHN C. LYNCH
W. G. McCLAIN
ROY B. NAYLOR
P. M. NEIGH
ALBERT SNEDEKER
REV. R. E. L. STRIDER

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Wheeling, West Virginia

A SURVEY

Location.

THE Wheeling industrial district lies 67.7 miles southwest of Pittsburgh, 505 miles west of New York, 351 west of Baltimore, 435 miles south-east of Chicago and 557 miles east of St. Louis. It is in the northwestern Panhandle of West Virginia, lying principally along the Ohio River. The location of Wheeling altogether is considered most ideal.

Population.

The total population of Wheeling as it is now constituted is estimated at 70,000 Wheeling proper before the recent expansion, by virtue of what is generally called the Greater Wheeling Charter, was slightly under 50,000. In 1910, the population was 41,641, and it has grown steadily ever since.

Females slightly outnumber the males. Fifty-four per cent. of the population is native white of native parentage; thirty per cent. is native born of foreign or mixed parentage; thirteen per cent. are foreign born and three per cent. negroes. The foreign born are mostly from Germany, Austria, Russia and England, in the order named. There are many nationalities represented, however.

55.7 per cent. of the children of school age (6 to 20) are attending school. There are approximately 22,000 males of voting age in Greater Wheeling.

City Government and Taxes.

(Data compiled with the assistance of Hon. C. O. Ephlin, City Manager).

Form of Government.

This City operates under the City Manager form of government by a special Charter by the State Legislature of West Virginia which changed the old system of a Council of about forty, to a Council of nine, having one Councilman elected from each ward and one at large, this Council elects from among their own number one to serve as Chairman, who automatically becomes the Mayor of the City as well.

Council appoints the City Clerk, Chief of Police, City Solicitor, Judge of Police Court and the City Manager.

The City Manager appoints all other employees for other departments and has entire supervision of the executive business of the City, including the enforcement of the ordinances and directions of Council.

Departments

The City is conducted by the following departments:

Council of nine.

Mayor.....Thomas F. Thoner
City Manager.....Chas. O. Ephlin
City Clerk.....H. C. Crago
Chief of Police.....Fred Frazier
City Solicitor.....J. J. P. O'Brien
Judge of Police Court.....J. S. Ritz
Health Commissioner.....Dr. J. E. Marschner
Chief Fire Department.....A. B. Thompson
City Engineer.....H. A. Conrad
Supt. Pumping Station.....Jack Shull
Supt. Lighting Department...W. B. Kain

City Treasurer.....W. D. Robertson
 these officers are held directly ac-
 countable for the actions and operations
 of their departments and assistants which
 makes a compact, straight-forward busi-
 ness application.

Taxes

In stating the tax situation of Wheel-
 ing I submit the double column showing
 the valuation assessed in the original
 City boundary lines in the first column,
 as indicated, and the valuations, etc.,
 when Greater Wheeling will be a reality
 in the second column.

	Original City of Whg	Greater Wheeling
Valuation of Real and Personal Property	\$63,655,200	\$76,851,470
Valuation of Pub- lic Utilities.....	6,639,792	7,908,502
Total Assessable Property	70,294,992	84,759,972
Number of Square Acres in City..	2,050	7,600
Number of Square Miles in City..	3.2	11.8

The tax levy in the City of Wheeling is
 the lowest in the State for all purposes
 including State 14c, County 46c, School
 56c, and City 50½c, or a total of \$1.66½
 on each \$100.00 valuation.

Building and Construction.

The City is an industrial center of wide
 variety and although the County in gen-
 eral has been applying their forces in
 other channels, and the permit depart-
 ment of the City of Wheeling shows the
 following number of permits for the last
 year:

Building permits.....	594
Digging permits.....	540
Sign permits.....	13
Sidewalk permits.....	280
Tapping Water Mains permits.	125
Building Material Deposit.....	73

Tapping Sewer Mains.....	24
Pole permits.....	32

Total permits for year..... 1681

Cost of construction (building only)
 was \$473,791.00, for the present City,
 but would be more than double if a rec-
 ord of the territory to be added as
 Greater Wheeling was available.

Fire Department

The City Fire Department is thoroughly
 equipped and entirely motorized with
 ten pieces of apparatus, four of which
 are pumpers with a capacity of 3,250
 gallons per minute. These motor pumpers
 are supplemented by three additional
 steamers with a capacity of 2,500 gallons
 per minute, held in reserve, making a
 total pumping capacity of 5,750 gallons
 per minute. The department has four
 combination chemical hose trucks which
 means quick action, and two aerial trucks
 fully equipped for their service.

Sixty-four thousand dollars worth of
 this apparatus was just purchased last
 year, so the equipment is up-to-date, we
 have over 16,000 feet of first class hose,
 a complete change for each department.

Water Department.

The Water Department which backs up
 the Fire Department has the largest Al-
 lis-Chalmers engine in the United States,
 with a capacity of 20 million gallons.
 This engine is supplemented by one 12
 million and two 750 thousand gallon
 pumps, or an engine pumping capacity
 of three times the consumption. Our
 Water Works is conducted very effi-
 ciently, and we have an investment of
 \$1,208,139.00 in this department. The
 City uses an average of 15,766,196 gal-
 lons of water per day.

Police Department.

This department has a personnel of
 fifty men headed by Fred Frazier, a well
 trained Chief, a man who has demon-
 strated his ability from the ground up,

the most successful plain clothes man that ever operated on the City force.

Health Department

This department is headed by Dr. J. E. Marschner, a commissioner of known ability, with assistants continually looking after food inspection, sanitation, garbage collection, water tests, milk tests, general attention by a graduate nurse and an eagle eye to the general health of the Community.

Streets and Public Utilities.

Are taken care of by the City Manager with the co-operation of the City Engineer, and although there has not been any new construction for the past two years, except three pieces that were done last fall, there will be considerable activity in this department next spring as the City just passed a million dollar bond issue for street improvement, which will put Wheeling streets on a par "or above" with the best cities of its size in the United States.

Finance

The total budget for the fiscal year is.....\$ 687,391.04
with an additional bond issue
for new streets and sewers
of 1,000,000.00
The total standing assets of
the City are..... 5,446,594.00

Total bonded debt not including the million dollar street issue to be floated.....\$834,800.00
Less cash in sinking fund.... 151,179.41

\$683,001.59

And when it is considered that the State law permits the City a bonded indebtedness of \$3,514,749.00, it will be plainly seen that the City is in a fine position financially.

Post Office—Mail Service.

Hon. Will W. Irwin is Post Master at Wheeling, of which Benwood is a branch office. It is estimated that approximately

75,000 people are served from the Wheeling Post Office. This number is included in the Greater Wheeling district and Benwood, but does not include those served by rural delivery.

There are five rural delivery routes, served with one delivery each day. Approximately 800 families are served on the five rural routes.

There are five deliveries of mail in the business section of the city and two deliveries in the residential districts, daily.

Post Office receipts have shown a steady increase each year for several years. The following comparative statement or tabulation registers the city's growth along this line:

1919	331,951.97
1918	345,371.86
1917	287,449.98
1916	274,757.27
1915	240,388.58
1914	235,821.22
1913	230,567.49
1912	225,649.53

There are sixteen collections made each day in the business sections, and three in the residence section. One early morning collection is arranged so as to have all mail in the Post Office at 6 A. M.

Auto delivery for parcel post is another feature, from two to four deliveries being made each day.

Climate.

Elevation 646 feet. Prevailing wind direction, northwest. Climate generally healthful and well suited to agriculture and manufacturing. Mercury seldom drops below zero, and the average temperature for the winter months is 31 degrees; summer months, 77 degrees, never dropping below 40. The average length of the growing season in this vicinity is six and one-half months. Sunshine from forty-five to fifty per cent. of days; humidity ranges around seventy-five and the annual average barometer reading is 29.04 6.

Playground and Parks.

There are four playgrounds in Wheeling and a good organization to maintain them. In fact, playgrounds in Wheeling have become a popular institution during the past few years. A body of local men and women much interested in welfare work are taking an active interest in promoting such places of amusement as playgrounds and parks, where the younger children can benefit physically by their play.

The four playgrounds in the city are fully equipped and are kept in good condition under the supervision of a picked committee, who have the entire playground system under their supervision. The playground budget in 1916 amounted to slightly over three thousand dollars and this amount has been increased from year to year. The attendance records show an average daily attendance of approximately 1000.

Such sports as baseball, athletic meets, folk dancing, games and picnics have characterized Wheeling's playgrounds. The other special diversions consist of basket making, sewing clubs, crocheting and story telling. The playgrounds are supported by contributions donated and solicited.

Wheeling Park and Mozart Park are the only parks of consequence at this time.

Hotels.

There are twenty-two hotels in Wheeling, three being commercial first class, and six containing sixty or more rooms. The Windsor, McLure, Rogers, Wheeling, Stamm and Grand Central, are the leading hotels, the first three named being considered commercial first class.

Public Halls

Wheeling has five halls seating a thousand or more persons, four of which are fraternal. Wheeling is a good convention city, affording accommodations to a large number of visitors and providing suitable auditoriums for gatherings up to

fifteen hundred people. The following is a list of leading halls:

Name	Seating Capacity
A. O. U. W.	500
Arion	600
Auditorium	1000
Ano Building	500
Barlows	500
Beethoven	500
Bischoff's	600
Board of Trade (Court)	1500
Browne	450
Busby	500
Duecker's	500
Eagles	500
Elks	600
Golden Links, Mozart.....	1000
Knoke's	600
Masonic	1200
Meyers	550
Nolte's	650
Odd Fellows	500
Ohio Valley Trades & Labor Assembly	600
Knights of Columbus	1000
McLain	600
St. Mary's	700

Theatres.

Wheeling has twenty theatres, only two of which are suitable for "legitimate" plays. The remainder are used for moving pictures. The Court Theatre has a seating capacity of approximately 1500, is in excellent condition and brings to it some of the leading plays. The Victoria Theatre, recently remodeled, has a seating capacity of slightly over 1200, and is devoted to high-class vaudeville during the winter months and usually plays stock during the summer season. The building is in excellent condition.

Among the leading picture theatres are the Virginia, with a seating capacity of 1000; the Colonial, 800; the Rex, 1000; the Liberty, Southern, Hippodrome, Castle, Alpha, Home and Lyric.

Public Utilities.

The subject of "Fuel and Power" is covered by a special article appearing elsewhere in this book, as is also "Railroads, Interurban Lines and Thorofares."

Gas is furnished by The City and Suburban Gas Company in suburban territories. The company furnishes natural gas from twenty-six producing wells located in Spring Hill and Rich Hill townships. The compressor station is located at Majorsville, W. Va., where gas is released at high and low pressures. The high pressure ranges from twenty-five to forty pounds, while the low pressure averages one pound. Well pressure is rather unsteady at this time, as the natural gas is becoming low in these fields.

Manager Whittemore, of the property states that the City and Suburban Gas Company will undoubtedly supply domestic gas for many years, but the industrial consumers are of necessity being limited, in some cases turning to other fuels. The consumption of natural gas furnished by this company amounts to slightly under 900,000,000 cubic feet annually. This does not include Morgantown consumption, which is in excess of this figure. The gas is of good quality, the heat content being placed at one thousand B. T. U.

The Manufacturers' Light and Heat Company, with head offices in Pittsburgh, and wells in northern West Virginia and Southern Pennsylvania, supplies some industrial gas, although none for domestic use. They do, however, supply the general domestic demand in Bellaire, Bridgeport and Martins Ferry, Ohio and Benwood and Moundsville, W. Va., in addition to extensive operations elsewhere.

The domestic gas supply for Wheeling proper is furnished by the Natural Gas Company of West Virginia. Only four industries are furnished gas by this company, owing to a reserve being made for domestic consumption. The company operates through much of the territory

covered by the Manufacturers' Light and Heat Company, in West Virginia and Pennsylvania. The organization is independent and is under the direction of the following officials, whose headquarters are in Pittsburgh: G. F. Batchelor, president; W. A. Sprenkle, Secretary and Treasurer. Mr. A. S. Hare is Cashier and in charge of the Wheeling office. The company has a flat rate of thirty-two cents, from which a discount of two cents is allowed for prompt payment, usually by the 12th of the month for the preceding month.

The compressor is located near New Burnsville, Pa., from which point gas is released at fifteen pounds high pressure for long distance service, and eight ounces low pressure for local consumption.

Electric light is furnished chiefly by the Wheeling Electric Company, a detail of whose operations will be found under the heading of "Fuel and Power."

The Chesapeake & Patomac Telephone Company, a part of the Bell System, supplies the telephone service. The number of local stations is estimated at approximately 10,000. This company recently took over the holdings of the old National Telephone Company, and is now the only operating telephone company in the Wheeling district.

Water is supplied by a city-owned water works, the water being drawn from the Ohio River.

Retailers.

Wheeling retail dealers dominate the retail trade of the district and are little influenced by the Pittsburgh stores. The retail trade area extends over a radius of approximately thirty miles. Approximately 40% of the total trade of this retail area comes to Wheeling stores the remaining 60% being taken up by dealers in the smaller towns. Retail competition is very keen and prices comparatively low although there is considerable variation between the different points in the district and between stores in the city. All retail lines are well represen-

ted. There are two municipal markets, housing forty produce dealers and twenty meat dealers. The markets are well conducted and form excellent trading centers. Wheeling is well supplied with fresh meats, there being several live stock dealers with large packing establishments. But little of the live stock is raised locally. The following summary is for the Greater Wheeling district:

	Re- tailers	Whole- salers
Books and Stationery.....	9	
Cigars and Tobacco.....	45	6
Clothing and Men's Furnish- ings	27	1
Confectioners	77	9
Delicatessen	6	
Large Department Stores..	3	
Dressmakers	80	
Druggists	31	3
Dry Goods and Notions....	26	6
Florists	12	
Funeral Directors.....	11	
Furniture	15	
Garages	23	
General Stores.....	3	
Grocers	257	11
Hardware	13	4
Ice Dealers.....	18	5
Jewelers	16	5
Ladies' Furnishings.....	22	
Laundries (2 principal works)	9	
Miscellaneous:		
Leather and Shoe Findings.	4	
Live Stock Dealers.....	3	
Meat Markets	50	8
Men's Furnishings.....	26	2
Notions and Fancy Goods..	18	9
Office Supplies.....	7	
Photographers	13	
Printers (Book and Job)...	15	
Produce (Fruit and Vegeta- bles, etc.).....	61	
Produce Commission Mer- chants	14	
Shoes	36	2
Upholsterers	5	

Wholesale Houses.

The Wheeling District is the principal wholesale center of West Virginia. The territory controlled by the wholesale houses of this district extends south to Parkersburg, north to Steubenville, west to Zanesville and east to Claysville, St. Marys and the Clarksburg-Fairmont section. Practically every trade line is represented by one or more good wholesale houses, which employ traveling salesmen to cover the territory indicated. An average of seven cars of live stock and 105 cars of fruits and produce are handled weekly. Seventy-five cars a week of dry goods, notions, groceries, etc., constitute the bulk of the balance of the wholesale business. There is every reason to believe that the district furnishes splendid marketing facilities and fair prices. No evidence of restrictive combinations were found either among wholesalers or retailers. About 100 traveling salesmen work out of Wheeling, on regular routes for the local wholesale houses alone.

Manufacturers.

The Wheeling District, one of the largest in the great Ohio Valley, is the most rapidly developing. The iron and steel industry predominates, this industry being well integrated and carried from iron ore to highly finished steel products. The principal products in the industry are: pig iron, billets, slabs, tubular goods, structural shapes, tin plate, black sheets, cut nails, roofing, galvanized iron and other metal products. An extensive list of other products are also manufactured in this district, a comprehensive list of which is given in a special article in this book by Mr. Harry P. Corcoran, under the general title of "Products of the Wheeling District."

There are many available building sites in and near Wheeling, and almost any kind of industry would have a good opportunity of development here. Any special information desired by any one contemplating the location of a factory

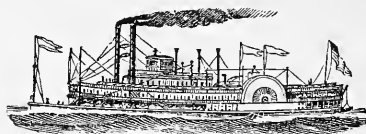
in this vicinity can be obtained by Progressive Publishers, Inc., publishers of this book and "The Ohio Valley Information Book," while the Wheeling Chamber of Commerce is willing not alone to give information but to assist in every possible manner.

Conclusion.

Altogether, it will be seen that Wheeling, West Virginia, is well located, and is as a matter of fact, one of the most

notable cities of its class in the world. It enjoys more advantages in every way than the ordinary city of similar size, with the exception of water supply, which is to be remedied at once.

Its people generally are a sturdy, industrious and law-abiding people, exhibiting a friendly progressive spirit among themselves and ever ready to extend the hand of welcome to any like people who may wish to locate here.



Wheeling Traction Company

The Cars of this System of Street Railways operate from
 MOUNDSVILLE TO STEUBENVILLE
 with connecting cars for
 ROCHESTER, PA., and NORTHERN OHIO POINTS
 And in the State of Ohio from
 STEUBENVILLE to BRILLIANT, SHADYSIDE to
 RAYLAND, with a western branch to BARTON

Regular Service on Different Divisions from Five to
 Thirty Minutes

Package and Express Service to all Points on the Line

Industrial Wheeling and Its Advantages

By H. P. Corcoran, Manager, Wheeling Chamber of Commerce.

IN SETTING forth the industrial advantages of Wheeling, and presenting its large number of diversified industrial establishments, I do so with a feeling of pride.

In looking back over the pages of the Industrial History of the Wheeling District, I find that as far back as 1807, when manufacturing first started in this vicinity, there has been a substantial, steady, unswerving development and expansion of industrial production in this district.

Having all the essential elements of production close at hand, and surrounded by many other necessary advantages, Wheeling has attained an enviable position in the Industrial World. Its claim of being the greatest industrial community for its size in the world cannot be successfully disputed.

Wheeling possesses the advantage of being situated in the heart of great fuel beds, where coal and natural gas are available in unlimited quantities, and can be obtained at a comparatively low cost.

Electric power, which is another item of industrial importance, can be had at a very low rate. The great Turbo-Electric plant of the American Gas and Electric Company, the largest of its kind in the country, is located only eight miles from Wheeling, and is prepared to furnish power and light in large quantities.

Natural resources are to be found on all sides to an unlimited degree.

Excellent rail and water transportation facilities afford easy access to all the large markets of the country and the world.

A large supply of skilled and unskilled labor.

Fertile farm and truck lands, adaptable for stock raising and fruit growing, also for producing cereals and vegetables.

With all these essential elements of production, the Wheeling District has been able to keep pace with the evolution and progress of industrial expansion, and today, with its hundreds of diversified manufacturing establishments shipping their products to the markets of the world, and facing the wonderful opportunities of the future, it is destined to reach a still higher pinnacle of fame in the industrial world.

For manufacturers, requiring adequate motive power, or large quantities of fuel, Wheeling will always be a desirable location.

With all of these advantages, our industries have had a lively and prosperous growth, and, at the present time, are manufacturing various kinds of products on a large scale. Iron, steel, glass and coal mining are the principal industries in the Wheeling District. There are five of the United States Steel Corporation's plants in the district, and several large, independent iron and steel mills, such as the Wheeling Steel & Iron Company, the Whitaker-Glessner Company, the LaBelle Iron Works and Follansbee Brothers, turning out an enormous tonnage which has an ever widening and ready market.

There are several big glass making plants turning out an extensive production of various kinds of glassware and bottles.

Many other industries of national prominence are located in the district,

producing in large volume, such as iron and steel foundries; stamping works, which turn out the majority of the lamp burners used in the United States; enameled ware factories, whose products are sent to every market; tanneries, packing plants, calico print works, can works, potteries, stogie and tobacco factories, the home of the largest Proprietary Remedy

Company in the world, and many other factories and workshops on a smaller scale, all doing a prosperous business.

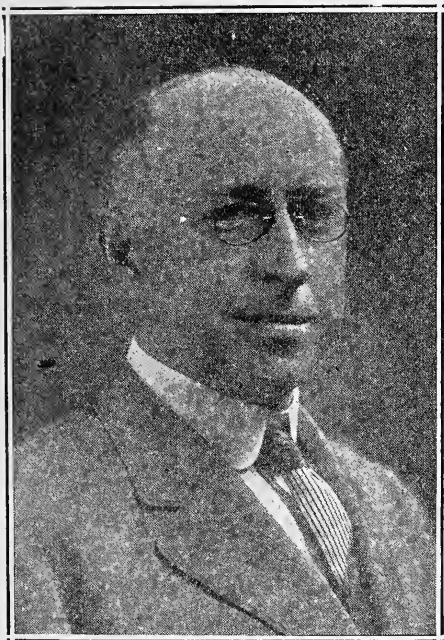
The Wheeling District, with its adequate transportation facilities, extensive labor fields, power and fuel resources, in proximity to sources of raw material, offers an enviable location for industries.



WHEELING COUNTRY CLUB, WHEELING, W. VA.

Civic Pride and Enterprise

(By Roy B. Naylor)



WITH a history of achievement and progress running back to the Revolution it is little wonder that the people of Wheeling have always been proud of their town. Our traditions connect our city with the beginnings of our greatest industries—the manufacture of iron and steel, glass and pottery—and today she is recognized as a great Industrial Center. Wheeling has always enjoyed the advantage of splendid transportation facilities. Until the National Road came, the Ohio River—a moving road—served her well. Just 100 years ago the National Road was completed to Wheeling, a gigantic task for the times and one that meant much to Virginia's

second city. Then 52 years later came our pioneer railroad, the B. & O., over the mountains, soon to be followed by others and Wheeling became the center of a fine transportation system, bringing raw materials from all points of the compass and taking finished products to the markets of the world. Strong financial institutions arose, business expanded suburbs grew up about the Mother City, a net work of trolley lines extended to adjoining counties and states and Wheeling stands today one of the solid, substantial and aggressive communities of the country, first in the only commonwealth born of the greatest civil war of modern times.

It is the natural product, the sure reward of the vision, the energy and the persistence that have animated the men of Wheeling through the past and we are sure the same progressive spirit guides our destinies today.

Wheeling demonstrated her fine American spirit during the great war and stands in the first rank of municipalities who did more than their share for patriotic investments and large charities to help America and her Allies save justice, liberty and civilization from the brutal and savage assault of the Hun. The town showed the same splendid mettle which sent our pioneers against the marauding redskins and bound them together to fight for independence from the British yoke in Revolutionary days. No town has a finer history, no town a more beautiful setting between a majestic river and towering hills. We are proud to call Wheeling our home.

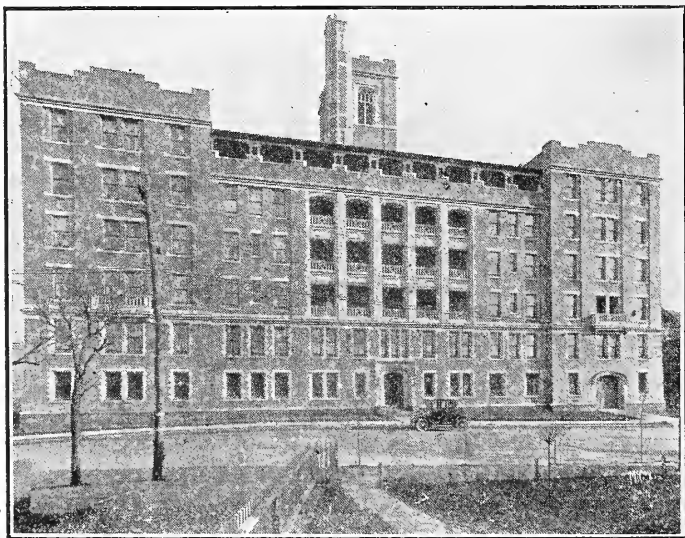
For these reasons, it behooves us to guard Wheeling's welfare and Wheeling's interest at all times. We sometimes get

unduly excited over national and international problems while the most important questions are at our own door, civic questions which affect our family, our business and our happiness more closely than any other. In the past Wheeling has solved many of its problems wisely and well, but there are some yet to be solved which need the courage, patriotism and wisdom of all. Wheeling is not a perfect town, because it is peopled by human beings, but inasmuch as the predecessors of our present population have done great things and their present descendants have proved themselves capable of great things, it is not too much to expect that Wheeling will go forward to a high and finer destiny than ever, perhaps some day to be a perfect city. We are hopeful of some big things from the Wheeling Improvement Association, with its plans for large physical improvements, we are assured of more good streets and better streets than ever before, because we have voted the money for them, we have faith in the vision and vigor of the Chamber of Commerce work-

ing, along many commendable lines, and finally we look with confidence at the promise of a really greater city in the realization of the Greater Wheeling dream.

In the midst of past and present progress, we must, however, be on the job, if Wheeling is to keep her high rank. We need a lot of things—pure water, more playgrounds, better housing facilities, better government and a keener respect for law and order that may make Wheeling not only bigger and richer but better and finer, an ideal community for your home and your family, your boys and your girls. People without a vision perish, says the Good Book.

Inspired by past performance let us think and act together for the welfare of Wheeling, socially, governmentally and industrially. Let civic pride and enterprise give to us the kind of good citizenship that works and plans for better things all the time and votes early on election day for honest, able and independent administration of our government and the public welfare.



The Ohio Valley General Hospital, shown above, is one of the most up-to-date hospitals in the country, and is one of the two good hospitals located in Wheeling.

The Natural Wealth of Our Valley

(By Hon. W. G. McClain).

SINCE the time when Adam with our Mother Eve left the Garden of Eden by request, their sons have tried to find the way back to the garden. In roaming over the world have they looked for such place in which to live. When they find one, some of them stay; others move on in the hope of a better garden.

Where Nature has wealth to be had for the taking, there man lives and prospers.

In the Ohio Valley we have unusually favorable conditions. From this Valley almost every need of our people may be supplied. The four great kinds of labor—agriculture, commerce, mining and manufacturing are all here.

All the world knows of the United States as one of the richest nations; richer than any other nation.

Some of the Eden spots of the United States may be seen more clearly from a distance. On the rocky hills of Maine, one hopes to see the broad harvest fields of the west. In the hot harvest fields, one longs for the cool mountain winds. Amid the cold and bracing breezes of our Northern hills, the Garden of Eden is sure to be in the sunny south; but the sons of the south look often to cooler places for comfort.

People from other parts of our country pay tribute to the beauty of our Ohio Valley. Artists have painted pictures of our splendid hills, which vie with those of the mountain scenes of Europe.

On these hills are fertile fields. Our orchards produce fruit of the finest flavor.

The cattle of these hills supply our cities with meat and milk, butter and

cheese; while on it sheep grow wool of such a quality that one of our well-dressed Presidents chose it as the material for his best suit of clothes.

The farmers of these hills find that farming pays; that other folks want what they raise, and will pay good prices.

Few of these farmers find their way to the poorhouse. Our bankers say that much of the money in this section is owned by these plain men of hard work and hard thinking.

But the farmer is not the only man who profits by the wealth of Nature.

The hills of the Ohio Valley are rich in minerals—richer than the mines of Golconda. The coal mines of this section in less than ten years could pay for all of our big issue of two billions of Liberty Bonds.

Oil and gas from here have made wealth that amazes us.

Salt and clay are making money for the people who mine them, while our iron and steel have made millionaires common.

Glass and other such products give work and wages to thousands of our people.

Water, earth and air, all lend their aid to make the Ohio Valley a place of wealth and beauty.

Enclose the Ohio Valley and you have a region that equals all the varied wealth of Germany; wealth that with the Kaiser's army once bid defiance to the rest of the world.

This natural wealth of which only a small part has yet been touched is brought to the people who need it by the Ohio River and the railroads which ra-

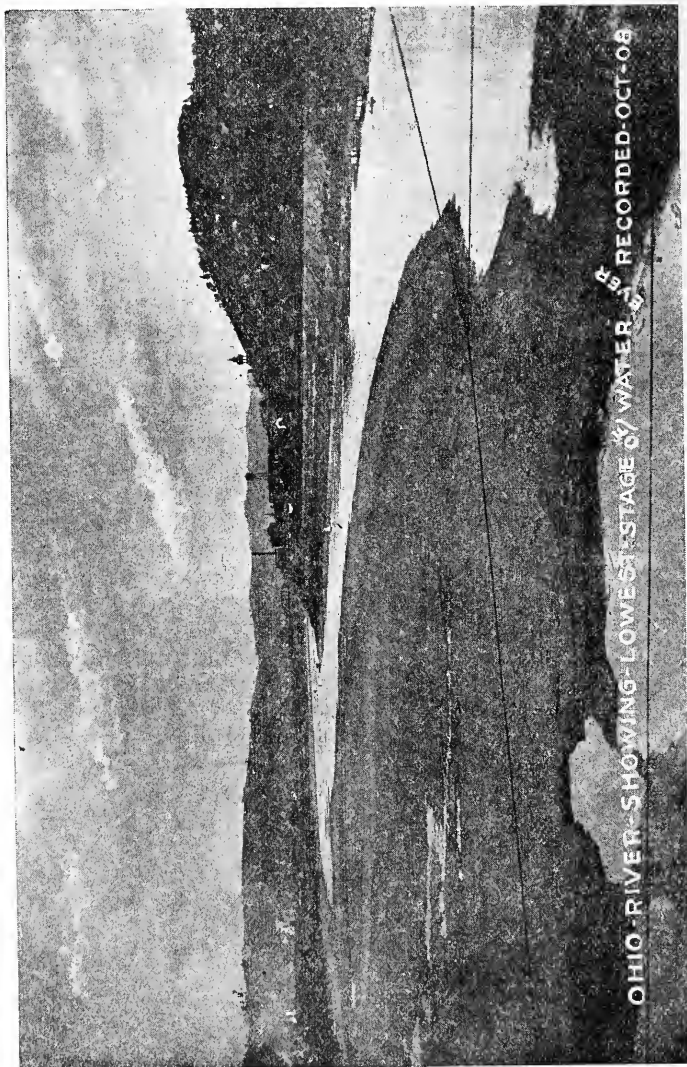
diate from the Ohio Valley.

This same Ohio River may be used to carry the products of our mines and mills to every nation of the seas of the world.

In the Ohio Valley are hives of indus-

try; mines of wealth; mills of prosperity, and fields of plenty.

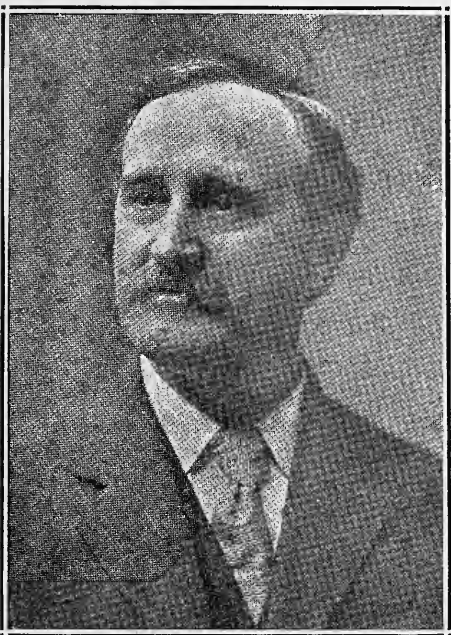
It is a busy place in which to live, and easy to find work in almost any field that we may choose.



OHIO RIVER SHOWING LOWEST STAGE OF WATER EVER RECORDED-OCT-08

The Ohio River As a Waterway

(By Ex-Congressman W. B. Francis, of Martins Ferry).



ON ONE of his visits to Moundsville, W. Va., Henry Clay remarked of the Ohio Valley: "I have never seen a section for which God has done so much and man has done so little." This remark may have been justified at the time it was uttered, but, if Henry were to come to Wheeling today he would be moved to say that he had never seen a section for which God and man had done so much. There is no place in the United States where natural resources and means of transportation so perfectly fit into each other as in this valley.

In the early days, before the time of the white man, the buffalo followed the course of least resistance and broke their westward trail across the Ohio at

Wheeling Island and at East Liverpool, Ohio. These trails were followed by early settlers who realized that man could not improve upon the choice of the buffalo in seeking the trail which could be traveled with least difficulty. The natural result is that today we have over these two trail the two great ocean to ocean national highways, the Lincoln Highway to the north and the National Old Trails road which crosses the river at Bridgeport.

Seventy-five per cent. of all the bituminous coal mined in the United States is mined within a radius of two hundred miles of Wheeling. Here we have limestone in unlimited quantities which is so essential to the manufacture of iron and steel, and all the other ingredients required in its manufacture, including the ore itself.

Early in the industry our own ore, which is about 40% iron, was used by Mendenhall and Jenkins of Martins Ferry, Ohio, who were the original iron manufacturers of the Ohio Valley. They obtained their ore from Glen's Run, on what is now known as the Reesbeck farm. From this small beginning the iron industry has grown until now it is among the greatest fields of this class of industry. It was soon found that ore which was obtained along the Great Lakes was higher in quality than the local ore, giving from 60 to 90% iron, and that it was more economical to ship this to the factories than to use the local mineral. Today practically all the ore used in our plants is brought from the Great Lake region.

Few people realize the tremendous im-

portance of this industry. Some small conception can be had by a consideration of the output of a few of our factories. LaBelle Iron works of Steubenville, produces 100,200 tons of open hearth steel daily, and the Carnegie plant of the United States Steel Corporation, at Mingo Junction, produces 200,000 tons of Bessemer steel daily. These are only two of the more important steel plants of this section of the Valley, there are many other plants in operation or construction both on the West Virginia and the Ohio sides of the river.

Besides iron and steel there are many other industries which go to make this Valley from Pittsburgh, Pa. to Moundsville, W. Va., the greatest industrial center in the United States. The city of Pittsburgh ships 86,636,680 tons per year. This is a greater tonnage than of London, New York, Antwerp and Hamburg combined.

Back from the river on either side are some of the richest agricultural and grazing lands in the nation. Another significant fact is that the shipment of coal from our coal fields to the north just about equals in tonnage the shipment of coal from our coal fields to the north of us, so that it is unnecessary to send empties either way. In other words, we have no dead-head cars.

From this the commercial importance of the region through which the Ohio River flows can be estimated and the necessity of a great means of transportation is patent. This need is supplied in the great River Beautiful.

A stupendous amount of freight is now transported by way of the Ohio River. Not less than 15,000,000 tons of freight pass Wheeling annually upon the river, a tonnage $1\frac{1}{2}$ times greater than that which passes through the Panama Canal each year and the river is now navigable only a portion of the year. In commenting upon this fact, Hon. Chas. Lieb, Congressman from Indiana, said:

"When we go without the boundary

lines of the States to provide for an outlet to the Pacific Ocean and then fail to continue our policy of building up our avenues of water commerce within our boundaries, we commit an offense to our industries and business institutions."

At the present time there is under way a project to canalize the whole length of the Ohio River from Pittsburgh to Cairo, Ill., a total distance of 972.6 miles in which there is a fall of 431.4 feet. The plan is to establish a nine foot, all year round stage of water, a stage sufficient to accommodate the largest vessels engaged in inland freighting. It will be necessary to construct 54 dams and locks, the average cost of which is \$1,009,348, and the time required per dam and lock is four years. It is estimated that the project is now thirty per cent. completed, if the present plan of Congress is adhered to, the last appropriation will be made in 1922 and the canalization completed in 1926. This project will cost about \$63,000,000 as compared to \$447,000,000 expended upon the Panama Canal.

It will be necessary to use the locks on the rivers a portion of the year only. Each lock will have a lift of from eight to ten feet. The canalization project will follow the present bed of the river, except at Louisville, at the falls of Louisville is the Louisville and Portland canal, originally built by a private corporation with the United States as a stockholder, and opened in 1830, with a width of 50 feet, a length of 200 feet and three locks each with a lift of eight and two-third feet. In 1860-1872 the width was increased to 90 feet and the three locks were replaced by two new ones. The United States gradually increased its holdings of stock until 1855 it became owner of all but five shares. It assumed the management of the canal in 1874, abolished tolls in 1880, and thereafter improved it in many respects. This canal is made a part of canalized route.

Similar canalization projects have

proven of great benefit in foreign countries. Frankfort on the Main River, Germany, was founded in A. D. 150. In 1880 it had a population of 140,000. The River Main was canalized in that year and in twenty years the population of Frankfort jumped to 500,000. In Germany the water-way system was reorganized from 1875 to 1910, this covered besides the Main, the canalization of the rivers Lower Spree, Fulda, Upper Idler and the Lower Weser. Following the inauguration of the new policy, traffic rapidly developed from 2,900,000,000 ton Kilometers in 1875 to 11,500,000,000 ton Kilometers in 1910. Encouraged by this, the German Government appropriated in 1904 and 1905 \$116,430,200 for river improvements and canals.

The economic value of the Ohio River as a waterway can scarcely be estimated. About Pittsburgh, the Monongahela River has been made navigable for one hundred miles, or to Morgantown, W. Va., to the northward of Pittsburgh, the Allegheny is to be improved for somewhat over one hundred miles. In all sixty-eight dams have already been constructed on the principal tributaries of the Ohio, and Allegheny, Monongahela, Cumberland, Tennessee, Muskingum, Kanawha, Little Kanawha, Big Sandy, Wabash and Green, now afford a total of about nine hundred and sixty miles of slack water navigation. The construction of the Lake Erie and Ohio Canal from Ashtabula on Lake Erie to Beaver on the Ohio River, with a total length of 103 miles, and the completion of the New York State Barge Canal, continuous water

transportation will be provided from New York to New Orleans, with the Wheeling manufacturing district lying about midway between terminals.

River transportation has two advantages over any other means. First, the amount of which can be shipped in one cargo is much greater than the amount which can be handled by rail, hence cost of loading is reduced to a minimum and great speed in delivery of a large shipment is obtained. The steamer "Sprague" took safely from Pittsburgh to Cairo, and from Cairo to New Orleans in one tow, a tow of freight which would require about 2,333 cars, making a train fifteen miles in length, not including the locomotive engines required to draw it. The second outstanding advantage of water transportation is the the minimum cost of transportation is obtained.

Experts estimate that, upon the completion of the canalization project, the cost of transportation will be reduced to the minimum of 0.0447 cents per ton mile, or 43½ cents for a ton of coal delivered at Cairo, Ill., from Pittsburgh, Pa., a distance of 961.6 miles.

The chain of cities from Pittsburgh to Moundsville owe their existence and their continued growth to the commercial advantages of the Ohio River. History will undoubtedly repeat itself, and we can confidently expect that our already thriving population and commerce will increase three-fold within the next few years.

D. C. List, Secretary and Treasurer

Dr. L. D. Wilson, President

H. J. Hartmann, Assistant Manager

Wheeling Ice & Storage Company

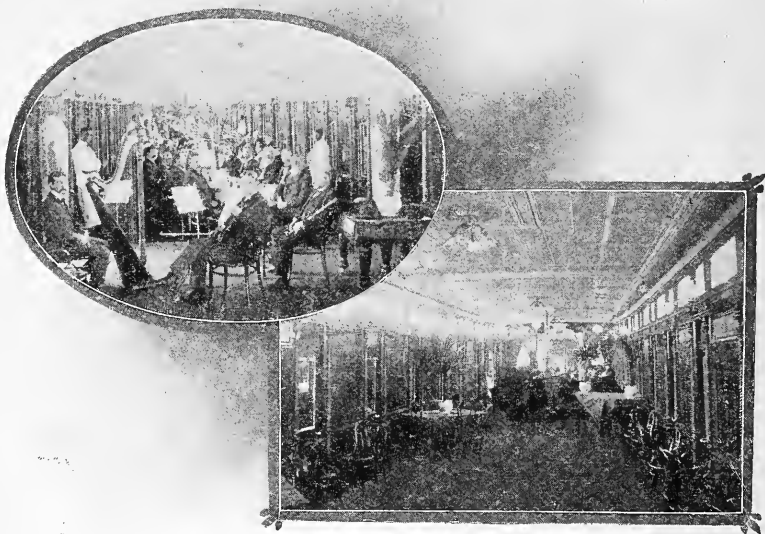
Manufacturers of

HYGEIA ICE AND PURE DISTILLED WATERS

Telephone 521

Factory and Office, No. 2224 Water Street

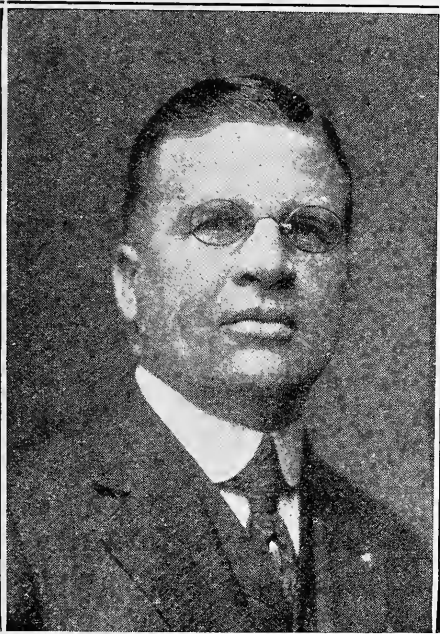
WHEELING, W. VA.



Here we have two good views of the interior of a modern Ohio River steamer. The Ohio River is an important factor for Wheeling, and it is anticipated that the next few years will witness great advancement in both freight and passenger traffic.

The Wheeling Improvement Association

By Albert Snedeker.



THE Wheeling Improvement Association is the outgrowth of a very general, but hitherto indefinite sentiment in favor of a program of city planning, or rather of city beautifying and suburban development.

For many years our citizens recognized some of the topographical difficulties of Wheeling's location, and from time to time various projects have been proposed, looking towards the removal of certain natural obstacles, the creation of more building ground, the formation of parks and the building of additional roadways into the city from contiguous territory. Those projects have been considered in a haphazard manner, and have

been dropped because no one was able to say how practical they were, what their cost would be, and what would be the beneficial results.

Realizing the necessity for some study of these projects and for the accumulation of data relative to improvement enterprises so that an intelligent selection might be made from amongst many plans and some practical suggestion be submitted to our citizens, a number of citizens held a meeting in June, 1919, and took the preliminary steps towards forming of the Wheeling Improvement Association.

Mr. Alexander Glass, president of the Whitaker-Glessner Company, was the moving spirit in the meeting and his energy and initiative have been the principal factors in carrying on the work of the Improvement Association up to the present time. At the initial meeting under the leadership of Mr. Glass, the gentlemen present subscribed a sum approximating \$8000.00 for the work of the Association, and later subscriptions carried the available funds of the Association up to approximately \$26,000.00.

At a meeting held in July, 1919, the subscribers chose a Board of Directors of thirty-two members, who are as follows:

Alex. Glass	Jas. W. Ewing
J. J. Holloway	A. W. Paull
W. E. Stone	I. M. Scott
H. C. Ogden	J. A. Miller
J. C. Brady	Dr. O. W. Burdats
Otto Schenk	H. E. Field
J. C. McKinley	Fred Behrens
Wm. F. Stifel	John Coleman
Chas. A. Bowers	Louis Horkheimer

B. W. Peterson	E. W. Oglebay
Walter Hilton	Arch Wilson
W. B. Gundling	R. R. Kitchen
George Mathison	Howard Hazlett
H. Sonneborn	George Laughlin
Dr. J. L. Dickey	Geo. W. Lutz
Wm. L. Brice	

These gentlemen organized by selecting an executive committee of nine members as follows:

Mr. Alex. Galss, President
 Mr. J. A. Miller, Vice President
 Mr. Howard Hazlett, Treasurer
 Mr. J. J. Holloway
 Mr. J. C. Brady
 Mr. H. C. Ogden
 Mr. W. E. Stone
 Mr. Walter Hilton
 Mr. Otto Schenk

Mr. Alex. Glass was elected president, Mr. J. A. Miller, vice president, Mr. Howard Hazlett, treasurer, and Mr. Albert Snedeker, secretary.

Mr. Morris Knowles, of Pittsburgh, one of the most eminent engineers of the country, and an authority on the subject of city planning, and city improvement, was employed by the executive committee for the purpose of considering a number of definite projects. There were:

First, the possibility of the extension of a roadway along the west side of Wheeling Hill, approximately paralleling Market street and intersecting the National Road at some point near the summit of the hill.

Second, a plan for parking Wheeling Hill, or as much thereof as could be used advantageously, and turning it into a public playground.

Third, a plan for straightening Wheeling Creek and reclaiming a portion of Wheeling Creek Valley.

Fourth, a plan for reaching the high lands of Chapline Hill and opening up that territory as a residential section.

Mr. Knowles established his offices in the Schmulbach building, and with a corps of very able engineers began the work outlined by the executive committee early in September of this year, and on

December 6, 1919, made a preliminary report to the executive committee concerning the feasibility of the various plans considered. Mr. Knowles outlined a plan for a roadway reaching from the head of Chapline street to a point on Grandview street, about 500 feet south of its intersection with the National Road; also a plan for parking and beautifying Wheeling, and a plan for throwing a viaduct across Wheeling Creek at the head of Fourteenth street, and building from its eastern terminus, a new roadway leading, first, into the Wheeling Creek territory, and second, by a diverging line into the territory at the head of Chapline Hill. After a thorough discussion of the improvement plans, those present expressed tentative approval and instructed Mr. Knowles to undertake the study of a plan for protecting the South Side of Wheeling and other low grounds in Wheeling proper from flood damage. This work is now under way, and report is expected to be made early in February if not sooner.

It will be observed that the entire work of the Wheeling Improvement Association is voluntary. The expenses of the Association are defrayed by the public spirited contributions of citizens who desire to see some improvement and beautification of the city; that the information gathered is to be for public uses, and will remain an asset of the community, a guide to further enterprises for many years to come. It is the hope of the members of the Association that the final reports made by Mr. Knowles and his associates will show the complete feasibility of a number of improvement and beautification projects, and that thereafter a plan of financing the same can be worked out and submitted to the public for approval. This, however, is to come in the future.

So far the entire expenses incurred by the Wheeling Improvement Association has been for engineering work, done by Mr. Knowles and his assistants, and for necessary stationery and trivial office

expenses. Practically the entire fund subscribed by citizens will be used for the purpose of studying, investigating and planning for the improvement of the topographical conditions of Wheeling and vicinity. No officer of the Association draws any salary, and the citizens engaged in the work have given most cheerfully and enthusiastically of their time and services to the Association, and

have thereby largely facilitated the purposes for which it was formed.

It is the confident hope of our citizens that in the years to come, a new and more beautiful Wheeling performing all the useful functions of a municipality, to the greater advantage and greater comfort and welfare of its citizens will result from the present activities of the Improvement Association.



FRED J. FOX

Mr. Fox has for many years taken a very active part in the civic affairs of the community, and is at this time Treasurer of the Wheeling Chamber of Commerce, the Salvation Army Home Service Fund, the Ohio County Deceased Soldiers' Portrait Fund, besides being interested in other civic and philanthropic organizations. He is the Secretary and Cashier of the Security Trust Company.

Financial Resources and Banking Facilities

(By Dr. John L. Dickey)



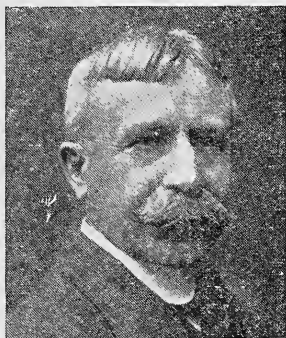
neys of her blast furnaces, and nail factories, and glass houses, and iron and steel mills, have always been the silent witnesses of her busy and prosperous life.

Wheeling has also always had reason to be proud of her solid, substantial and successful banks that are at all times ready and able to serve her commercial and manufacturing financial needs. The total banking resources of Wheeling are about fifty millions dollars. There are seventeen banks, all carefully conducted and well managed, under boards of well chosen, conservative business men.

The names of the banking institutions of Wheeling are: The Dollar Savings and Trust Company, the largest bank in the state with total resources of about fourteen million dollars; the National Exchange Bank, with resources of about eight million dollars; the National Bank of West Virginia, about seven million dollars; the Wheeling Bank and Trust Company, about five million; the Security Trust Company, about three million; the Citizen-Peoples Trust Company, about two million; the Mutual Savings Bank, about two million; the Half Dollar Savings Bank, about two million; the South Side Bank, about one and a half million; the Centre Wheeling Savings Bank, about one and a half million; Bank of the Ohio Valley, about one million; the Quarter Savings Bank, about one million; the State Bank of Elm Grove, over one million; the First National Bank of Elm Grove, Fulton Bank and Trust Company, Bank of Benwood, Bank of McMechen, and Bank of Warwood

THE City of Wheeling has always relict a just sense of pride in her reputation in the financial world and among other cities as a community of well-to-do and conservative people; with very few, if any, instances of individual cases of great wealth that made one citizen loom away above his fellows, yet with many people and numerous families of large means always lived in surroundings of comfort and common sense instead of in an atmosphere of foolish extravagance.

Wheeling has always been a busy, hard-working community, and her citizens have always fully appreciated what had been gained by honest effort and by the sweat of the brow. The smoking chim-



CHAS. A. BOWERS

Mr. Bowers, who is Cashier of the South Side Bank of Wheeling, has long been identified with the business and industrial interests of the community, and takes an active part in many civic matters.

with resources of about half a million each.

Three of these banks are members of the national banking system. The National Exchange, the National Bank of West Virginia and the First National Bank of Elm Grove. Four of these banks are members of the Federal Reserve system: the National Exchange, the National Bank of West Virginia, the Security Trust Company and the Wheeling Bank and Trust Company.

The Morris Plan Bank and the Community Savings and Loan are two successful financial institutions that have been doing business in Wheeling for the past two years. They loan money to wage earners on satisfactory endorsement or collateral, requiring payments on weekly or monthly installments. This plan teaches thrift and regularity and accustoms people to do business with banks regularly.

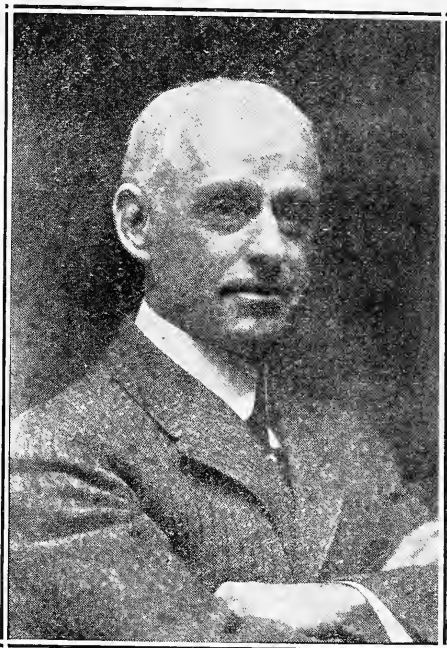
Bank Clearings.

Wheeling's prominent position in the financial and business world is made emphatic when the Clearing House records show that there is not another city in the United States of the same population that can exhibit such tremendous totals from year to year. There are scores of cities throughout the country, some with twice

or thrice Wheeling's population, that in business transacted do not compare favorably with this premier industrial and financial center.

Following is a schedule of bank clearings by months for the past three years, as reported by Manager Alex Mitchell, of the Wheeling Clearing House Association:

Months	1919	1918	1917
Jan. ...	\$18,692,757	\$16,655,000	\$15,242,000
Feb. ...	14,571,701	13,557,000	13,142,000
Mar. ..	18,308,459	16,403,000	15,459,000
Apr. ...	16,036,952	17,617,000	15,526,000
May ..	18,214,672	18,209,000	16,560,000
June. ..	21,088,282	16,649,000	18,129,000
July ..	22,595,101	21,519,000	18,238,000
Aug. ..	20,872,448	17,584,000	16,711,000
Sept. ..	23,303,203	16,094,000	15,982,000
Oct. ...	25,269,506	18,396,000	18,776,000
Nov. ..	22,645,145	16,077,000	18,235,000
Dec. ..	24,785,718	18,204,000	18,885,000



ROBERT HAZLETT

Secretary of the Dollar Savings & Trust Company and identified with other worthy local enterprises. Mr. Hazlett is considered among the leading citizens in a City of Good Citizens.

CONDITIONS OF LOCAL BANKS, JANUARY 1920.

	Capital	Resurces	Surplus	Loans	Deposits
Dollar Savings & Trust Ca.....	\$714,200	\$11,870,800.00	\$1,246,600.00	\$6,843,500.00	\$8,803,500.00
The National Exchange Bank..	500,000	7,428,034.56	500,000.00	3,613,624.85	4,549,450.82
The National Bank of W. Va..	500,000	6,098,000.00	200,000.00	2,823,940.00	4,378,821.72
Wheeling Bank & Trust Co....	300,000	5,687,509.71	421,855.36	4,325,749.48	4,870,954.38
Security Trust Company.....	300,000	2,963,658.24	289,943.80	1,626,943.68	2,222,993.80
Mutual Savings Bank.....		2,085,680.00	131,900.00	758,622.47	1,953,780.78
Citizens-Peoples Trust Co.....	300,000	2,395,925.98	126,244.66	1,889,380.69	1,696,705.72
Bank of Ohio Valley.....	175,000	1,909,919.34	41,000.00	1,107,786.87	1,635,792.52
Fulton Bank & Trust Co.....	100,000	385,000.00	12,500.00	192,000.00	280,000.00
Quarter Savings & Trust Co...	200,000	1,009,204.22	60,000.00	609,590.96	813,202.88
State Bank of Elm Grove.....	50,000	1,221,783.08	89,000.00	915,651.51	1,179,244.87
Centre Wheeling Savings Bank	50,000	1,500,000.00	55,000.00	968,000.00	1,400,000.00
Half Dollar Savings Bank.....	50,000	1,951,856.38	122,788.30	1,636,448.42	1,779,068.08
Bank of Benwood.....	25,000	325,000.00	10,000.00	198,000.00	275,000.00
Bank of Warwood.....	25,000	385,696.77	7,500.00	286,148.89	336,939.42
Bank of McMechen.....	25,000	432,400.00	12,500.00	294,100.00	379,500.00
South Side Bank.....	25,000	1,600,000.00	75,000.00	1,000,000.00	1,400,000.00

CAPITAL, \$300,000.00

SURPLUS, \$200,000.00

Security Trust Company

WHEELING, WEST VIRGINIA

— OFFICERS —

W. E. Stone, President Fred J. Fox, Cashier and Sec'y
M. J. McFadden, Vice President Harold S. Martin, Ass't Cashier
A. L. Meyer, Vice President E. B. Bowie, Trust Officer
Chas. W. Jackson, Mgr. Real Estate

— DIRECTORS —

Jas. H. Beans	L. E. Sands	Wm. Ellingham
John L. Dickey	W. E. Stone	W. O. McCluskey
James W. Ewing	Wm. Lipphardt	H. W. McLure
Geo. W. Lutz	J. G. Hoffmann, Jr.	H. S. Sands
M. J. McFadden	John G. Hoffmann 3d	H. E. Vance
Albert L. Meyer	F. F. Faris	Geo. E. Stifel

Pays 4 Per Cent. Interest

Checking Accounts Issued

Railroads, Inter-Urban Lines, Thorofares

(By P. M. Neigh)

Traffic Commissioner of Wheeling Chamber of Commerce.

Railroads

THE rapid industrial growth of the Upper Ohio Valley has been largely due to its close proximity to sources of raw material, unlimited fuel and power resources, extensive labor field and adequate transportation facilities of this valley are supplied by the following railroads, all prominent and aggressive trunk lines: The Baltimore & Ohio Railroad, Pennsylvania System, Wheeling & Lake Erie Railroad and the Pittsburgh & West Virginia Railroad (Wabash), as well as by traction lines, and a sketch bearing on the early history of these steam railroads is given herewith in a very much abbreviated and abridged form:

The Baltimore & Ohio Railroad.

The Baltimore & Ohio Railroad was the first steam transportation line to be built into this territory, the line from Baltimore to Wheeling having been completed in 1852. The building of new lines, or the extension of old ones was discontinued during the period of the Civil War and was not resumed until after its close.

About 1870 the Baltimore & Ohio acquired the Central Ohio lines thereby giving them a gateway to the West. In 1871 the Old Hempfield Railroad, the second to join Wheeling to the outside world, was purchased. This railroad extended up Wheeling Creek to Washington, Pa., and after its acquisition by the B. & O., was completed to Pittsburgh. In 1876 the Cleveland, Lorain & Wheeling was constructed between Bridgeport and Dennison, Ohio. Later this line was extended

to Bellaire and about 1880 became a part of the Baltimore & Ohio System through Ohio. The present Ohio River division of the Baltimore & Ohio Railroad, between Parkersburg and Wheeling, W. Va., was formerly known as the Ohio River Railroad, and was completed to Benwood, W. Va., in June, 1884, the trains running into Wheeling over the Pittsburgh, Wheeling & Kentucky tracks. The river road reached Point Pleasant in 1886 and Huntington in 1888 and was purchased by the Baltimore & Ohio Railroad in 1901.

The Baltimore & Ohio Railroad has had a steady growth and today is recognized as one of the nation's greatest transportation systems. Within the last decade several millions of dollars have been spent in additions and betterments to its property in the Wheeling District, and these expenditures have been fully justified, as today this district is one of the largest revenue producers on the system.

Pennsylvania Lines.

The Pennsylvania System, serves the Upper Ohio Valley by lines paralleling the Ohio River on each side. The Cleveland & Pittsburgh on the west side of the river, was in operation before the Civil War. The east side of the river is served by the Pittsburgh, Cincinnati, Chicago & St. Louis Railway, commonly known as the "Panhandle Route," crosses the Ohio River at Wheeling Junction, opposite Steubenville, and the branch from Wheeling Junction to Wheeling, 24 miles in length, was constructed largely by local capital and enterprise. This road was

originally known as the Pittsburgh, Wheeling & Kentucky and was from the first operated by the P. C. C. & St. L. This line was constructed for the purpose of relieving Wheeling from its sole dependence on the Baltimore & Ohio Railroad, which up to this time was almost the sole arbiter of the transportation destinies of this locality.

The Wheeling Bridge & Terminal Company was organized in 1882 and on July 29, 1890, the terminal bridge from North Wheeling across the river to Martins Ferry was opened for traffic. This gave Wheeling commerce for the first time a direct outlet over the river to the West. Late in the 90's the Pennsylvania Lines acquired the Terminal Railroad, it having been bid in at a forced sale. The Wheeling Terminal Railway is a belt line connecting with all lines and principal industries in the District.

Wheeling & Lake Erie Railroad.

The Wheeling & Lake Erie Railroad effects its entrance into Wheeling over the Terminal Railroad bridge. Its line from Toledo to Wheeling was completed and the first passenger train run between those points on August 2, 1891. This railroad was constructed to give the commerce from the Wheeling district an outlet to the lakes. The Wheeling & Lake Erie Railway was first organized in 1871 as a narrow-gauge road running between Norwalk, Ohio and Huron, Ohio, a distance of 14 miles. In 1881 the road was changed to standard gauge and extended to Massillon, Ohio, making a line of 88 miles. In 1889 the line had been further extended and was operated from Toledo, Ohio to the coal mines in the No. 8, Ohio district. In 1892 the line had been extended to Steubenville, Ohio, and to Martins Ferry, Ohio, connecting from

Stifel's Indigo Cloth

The Standard Fabric for
OVERALLS, JUMPERS AND LADIES' OVERALLS



Look for this Trade Mark on back of Cloth

REMEMBER, IT'S THE CLOTH IN THE GARMENT THAT
GIVES THE WEAR

J. L. Stifel & Sons

WHEELING, W. VA.

The J. E. Moss Iron Works

Wheeling, W. Va.

We Carry the Largest Stock of
Steel in this Vicinity

Structural Steel
Ornamental Iron
Fireproofing Products

Prices Right
Service Unequaled
Send Us Your Inquiries

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Wheeling Bank and Trust Company

Capital, Surplus and Undivided
Profits, \$700,000.00

Member Bank of Federal
Reserve System

Conveniently Located on
Market at Twelfth

Wheeling Stamping Co.

J. F. Paull, President
A. W. Paull, Sec'y & Gen. Mgr.
Jas. S. Paull, Asst. Sec'y
Irwin Paull, Treasurer

Manufacturers of

Lamp Burners
Tubular Lanterns
Screw Caps
Aluminum Specialties
Collapsible Tooth Paste Tubes

WHEELING, W. VA.

United States Food Administration
License E 18887 G 75767
United States Wheat Director
License No. 007807 EHYM

Elm Grove Milling Company

Manufacturers of

FLOUR AND FEED

Our Brand
A. & T.'s Best Red Letter
White Lily

Specialties:
Graham Flour Corn Meal

Dealers in
Hay, Clover, Timothy Seed and Oil
Meal

Elm, Grove, Wheeling, W. Va.

the latter point to Wheeling, W. Va., by bridge.

Early in 1899 the road was organized and purchased the Cleveland, Canton & Southern Railroad, which extended from Cleveland to Zanesville, Ohio, a distance of 144 miles; Canton to Sherrodsville, Ohio, 45 miles, and in addition included branches to Chagrin Falls, Ohio and Minerva, Ohio.

In 1906 a branch known as the Adena Railroad was constructed from Adena to Neffs, Ohio, a distance of 20 miles, giving an outlet for a large acreage of undeveloped coal. In 1907 a cut-off was built from Bolivar to Orrville, Ohio, a distance of 25 miles, which greatly reduced the severe grades on the line near Massillon, Ohio.

The years 1908-09 saw the establishment of the town of Brewster, Ohio, now the operating center of the road, and at that point was built one of the most complete railroad shops in the country. In 1914 there was erected a large modern office building to accommodate the offices of the Operating Department, and other improvements have been made continually, including a modern Y. M. C. A. building, opened in the spring of 1917, which is completely equipped for the comfort and welfare of the employees.

Along the line of the railway are large deposits of raw materials, such as coal, clay, molding sand, limestone, etc., which enables manufacturers to obtain their ingredients promptly and at a low transportation cost.

The Wheeling & Lake Erie Railway also operates the Lorain & Wheeling West Virginia Railway, a line of 25 miles, extending from Wellington to South Lorain, Ohio, at which point it serves the National Tube Company, the Cromwell Steel Company, etc.

The Wheeling & Lake Erie Railway has dock facilities at Toledo, Huron and Cleveland, Ohio. The Huron docks are completely and extensively equipped with

modern facilities for the loading of coal and unloading of iron ore from vessels, and is capable of handling several millions of tons of coal and ore annually.

It has always been the policy of the Wheeling & Lake Erie Railway to give its patrons the best possible service, and the successful maintenance of this standard has had the result of bringing to its rails some of the foremost industries in Ohio, embracing the Carnegie Steel Company, the LaBelle Iron Works, the Wheeling Steel & Iron Company, in the Wheeling district; the United Furnace Company and the United Alloy Steel Corporation at Canton, the National Tube Company at South Lorain and many other diversified industries.

Pittsburgh & West Virginia (Wabash)

The Pittsburgh & West Virginia Railroad, known as the Wabash, serves the upper Ohio Valley. This line goes into the heart of the coal fields, both in Panhandle section of West Virginia and Eastern Ohio.

The natural resources and the wonderful development of the Upper Ohio Valley have always been recognized by the railroads, and great improvements have been made by all lines within the last few years to enable them to keep pace with the constantly growing tonnage, and still further improvements are contemplated for the near future.

In conclusion it should be stated that on account of its geographical location, the Upper Ohio Valley enjoys freight rate advantages which enables its products to move freely.

Inter-Urban Lines

The Ohio Valley is served by a net work of Electric Railways paralleling both sides of the river most of the way between Moundsville and East Liverpool, and operating both East and West from the river.

The Wheeling Traction Company serves well the coal mining districts of Eastern Belmont County and also the

large steel and iron mills of Bellaire, Martins Ferry and the Yorkville district, with service varying from 30 minutes on the Barton division to 8 minutes on the Bellaire and Martins Ferry divisions. It also serves the mill town of Benwood, McMechen and Moundsville, south of Wheeling in West Virginia, with a five minute service to Benwood, 15 to McMechen, and 30 to Moundsville, with a fifteen minute service for Moundsville during certain times of the day. With its policy of continually bettering its physical conditions, and with the addition of additional rolling stock, it is always in a position to adequately handle the ever increasing traffic due to the industrial growth of the community.

The Panhandle Traction Company, a subsidiary of the Wheeling Traction Company, operates a fast service between Wheeling and Steubenville, and intermediate points. Also, in connection with the ferry over the Ohio River at Wellsburg, the line of the Steubenville &

Wheeling Traction Company, another subsidiary of the Wheeling Traction Company operating between Brilliant directly across the river from Wellsburg, through the mill town of Mingo Junction to Steubenville. The cars of the Panhandle Traction Company serve the town of Warwood and the new community spring-up around the large power plant and the new plant of the Whitaker-Glessner Company at Beech Bottom, with a fast, convenient service.

The Wheeling Traction Company also operates a through line of modern pay-within cars between center Benwood and North Warwood, which, together with the other cars operating between these points make a very adequate service for the population served.

The cars of the West Virginia Traction and Electric Company operate from Center Wheeling eastward through the fine residential district of the Out-the-Pike section to Elm Grove, Triadelphia and West Alexander. The company is

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providing frequent and fast service between these points and with the opening of the coal mines near Triadelphia, which will increase industry in this section of the valley, still better service will be necessary and provided. This company also owns and operates Wheeling Park, the chief amusement park in the Wheeling district.

The City Railway Company, a subsidiary of the West Virginia Traction and Electric Company, operates from North to South Wheeling.

The Steubenville, Wellsburg & Weirton Railway Company operates a fifteen minute service between the south end of Wellsburg and Steubenville, serving

those two towns, and in addition to Follansbee, with its large steel mills, and also the new industries springing up between Follansbee and Steubenville. This same Company also operates a line between Steubenville and Weirton, serving those towns and the large steel mills located at Weirton.

Steubenville proper is served by a net work of trolley lines running in every direction and operated by the Steubenville and East Liverpool Traction and Light Company.

The Ohio Valley Scenic Railway operates a through fast service of 30 minutes headway between Steubenville and East

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Liverpool where connection is made for points farther north, and also with the lines of the Ohio River and Western Railway, operating West and making connection with lines through to Youngstown, Canton and Cleveland.

It is the aim of the companies if the Wheeling district to provide adequate service and up-to-date cars at all times in order that the people may be handled in a safe and convenient manner and deserve commendation for their efforts along this line, particularly in view of the few serious accidents to passengers.

The rates of fare on the local electric lines are most reasonable, in most cases being considerably less than two cents per mile with almost universal transfers between points on the lines of the Wheeling Traction Company. On certain lines, long rides are given for five cents.

The late Prof. Cramblet, of Bethany College, realizing some years ago that an electric railway line operating out Buffalo Creek from Wellsburg to Bethany would be a great advantage, organized the Wellsburg, Bethany & Washington Railway Company, and built a line from Wellsburg to Bethany. This company operates a daily schedule, with a one and one-half hour headway between Wellsburg and Bethany.

With the contemplated improvement along Buffalo Creek in the way of the new mine of the Richland Coal Company and the new steel mill of the Follansbee Brothers, it will probably be necessary to install additional service, and such industries should prove of great value to

this line.

Panhandle cars connect at Sixth street, Wellsburg, with the cars of the Wellsburg, Bethany & Washington Railway Company for Bethany and other points east.

Cars leaving Wellsburg for Bethany at 6:45, 8:15, 9:45, 11:15 A. M., and 12:45, 2:15, 3:45, 5:15, 6:45, 8:15, 9:45, and 11:15 P. M.

Cars leave Bethany for Wellsburg at 6:00, 7:30, 9:00, and 10:30 A. M. 12:00 M. and 1:30, 3:00, 4:30, 6:00, 7:30, 9:00 and 10:30 P. M.

Thorofares.

The roads in the Wheeling District, including the country roads are considered comparatively good; although on some roads repairs are needed and are being made as fast as possible. The famous National Road, which extends from Washington, D. C. to St. Louis, runs directly through Wheeling. This road is one of the finest in the country, and is used by thousands of tourists annually, in addition to its general and local use. The National Road was the pioneer road in this part of the country, having been completed just one hundred years ago (1820), as far as Wheeling. This road is well paved the entire distance across the West Virginia Panhandle and through Belmont County, Ohio, and the same is true of the road nearly its entire distance. The smaller roads in this vicinity are mostly piked.

Altogether, the Wheeling District has good roads; and these are being improved each year.

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Fuel and Power

(By John B. Garden)



THE Wheeling District is unsurpassed in the way of natural advantages for manufacturing purposes, and is equalled by very few localities. We have unlimited quantities of the best steam coal to be obtained, the supply of natural gas for domestic purposes is reasonably adequate, and the service is reliable. In many instances gas is used for manufacturing purposes.

As to electric power, this district is in much better shape than most localities. The plant at Forty-second street, Wheeling, with a generating capacity of 10,000 K. W. is modern in every particular and the Windsor plant with a generating capacity of 120,000 K. W. is of the latest and most improved design. The two plants are connected together, and operated as one.

Two circuits located on the Ohio side

of the river, are used to connect the two plants. The circuits are operated at 66,000 volts, and an additional steel tower line arranged for two circuits between Windsor and Wheeling, on the West Virginia side of the river is now under construction. These circuits will also be operated at 66,000 volts.

A sub-station will be erected at Fulton, to take care of the power business in that locality, and including the Wheeling Mold & Foundry Company, Whitaker-Glessner Company, P. O. Reymann Packing Company, Central Glass Works, and the Hazel-Atlas Glass Co. These circuits being connected to both plants, the sub-station will be operated from either or both plants, in accordance with operating conditions.

The Windsor plant has not been placed in full operation. All of the generators are in place ready for use, but on account of the unusual size of the generators, boilers and other apparatus, many difficulties will be encountered until the operators get familiar with the conditions.

Coal is furnished the Windsor plant from a mine located within a few hundred feet of the plant, which is owned and operated by the Company. This feature places the company in the best of condition, as to fuel. The use of Central station power has grown in the past two years far beyond the expectations of the company; the Windsor plant is operating three generators at full capacity, and if the business continues to grow as fast as it has in the past two years, the

plant will be fully loaded during the year of 1920.

Additional generators will be installed when needed. Plans are now being made for additional apparatus for the Forty-

second street plant as the indications are that the Windsor and Forty-second street plants will be called upon to deliver more current by January 1st, 1921, than the present generators will supply.



HON. CHAS. O. EPHLIN
City Manager of the City of Wheeling

Public Schools

(By Prof. C. E. Githens)

THE Public Schools of Wheeling are entering upon the seventy-first year of their establishment, the Legislature of Virginia in 1849 enacting a bill providing for public schools in such localities as would, by a two-thirds vote, ask for the organization of a public school system. The counties of Ohio, Brooke, and Kanawha declared in favor of establishing, as they were then called "free schools," a term which still lingeringly obtains in the School Code and in the title of the State Superintendent of Instruction. The two last named counties failed to carry out what their votes expressed and it remained for Wheeling to organize the first public schools in the state and, as far as known, the first public schools in the Southern States.

From a nucleus of 12 teachers the schools have increased to 230 teachers. Meanwhile the city has grown from a population of 9952 in 1849 to 45,000, at least, not including Greater Wheeling. The expense connected with the schools in 1850 was \$6473.66 that of 1918 \$341,634.00.

The school system at present maintains a twelve year course, eight of which are in the elementary grades and the latter four years a modern High School course. Two High Schools rated as first class by the State Superintendent of Schools are maintained, one for white pupils, the other for the colored.

The elementary schools have the usual course that obtains in all the best schools and besides conducts departmental work in the upper two grades. Supervisors of Music, Drawing, Writing and Physical

Culture have general charge of instruction in their respective departments in these grades and these activities have a place on the daily program.

In each school building, 13 in all, there is fitted a room for the work of the school nurse, with suitable equipment for her work. The children are examined for physical defects and ailments and a monthly report of each pupil is made as to the pupils being underweight or overweight. The nurses, seven in number, do a great amount of "follow up" work in order to have their instructions carried out.

In the High School building there is fitted up a ward in which the Supervising Nurse gives instruction daily to classes. This "home nursing course" is required of all the girls in the Freshman class. The Medical Inspection Department is under the general charge of a regular physician styled Medical Inspector of the Public Schools.

The High School courses are:

Classical, which prepares for college.

Commercial, for office and general business work.

General, a well rounded course.

Manual Training and Home Economics, both prevocational courses.

The Classical Course consists of English, Civics, History, Social Science, Algebra, Geometry, Trigonometry, Botany, Chemistry, Physics, Latin, French and Spanish, partly elective and graduation therefrom admits to the leading colleges and universities.

The Commercial Department is well equipped with all the necessary appa-

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tus for such work, including some 60 typewriting machines, copying machines, etc.

Manual Training is conducted in six different centers, the main one in the High School building, the others in the grade buildings and in Lincoln (colored) School. Work is conducted in Carpentry, Cabinet Work, Mechanical Drawing, Sheet Metal and Blacksmithing, Oxy-acetylene Welding, Electrical Construction and Pottery, the shops in which these various activities are conducted are all well equipped. This industrial work is required of all male pupils from the fifth grade up to and including the first year in the High School.

Home Economics has also six centers in which to conduct their work in Sewing, Cooking, Dietetics, etc., the chief building entirely used for such work with the other five centers in the grade school buildings and in Lincoln (colored) School building.

EDITOR'S NOTE:—In the statement to the voters on Greater Wheeling, the schools not included in the Independent District of Wheeling were not to become a part of the Wheeling System, but remain as they are at present. However, if so desired by the patrons, legislative enactment could include them in the Independent School District of Wheeling, since they are now but magisterial districts and not Independent, although they maintain two first class High Schools.

Such a merger would add 2800 school children and some 70 teachers and would make a total enrollment of over 9000 children.

Physical Training has, the past few years, been carried on with very good results. A Director with three Assistants are in charge of the work assisted by 17 teachers who employ one hour daily after school hours in instruction in games and contests.

The High School supports a Football team and a Basketball team, and the grade schools each has a Baseball team together with Basketball, Volley Ball, Captain Ball for the girls. Soccer Football also obtains in the grades.

In addition to all these, the Public Library is part of the school system, a standing committee having charge and laying the levy for its maintenance and the Superintendent of City Schools being ex-officio superintendent. Almost 50,000 volumes are on its shelves, 37 daily papers are received as well as 126 magazines and other periodicals. The annual circulation averages about 400 books daily.



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Some Advantages Enjoyed by the Working People of the Wheeling District

By F. D. Walton.

GREATER Wheeling and the Wheeling District offers exceptional advantages to the workingman and is one reason why labor is contented here and why high class labor is here in large number and employed at good wages.

There are many reasons for this and to go into extended detail regarding them would occupy more space than I have at my command. For the general purposes of this article, however, it will be sufficient to touch just a few of the high spots.

One of the greatest advantages of Wheeling from a workers standpoint is its diversified industries which offer continuous employment to all classes of labor. This is of particular interest to the worker as it insures him employment at all times. If a plant closes down for any cause he can readily find employment elsewhere, consequently labor, as a rule, is a pretty generally satisfied class.

The tolerant and broad-minded spirit of employers is also another advantage. They show a disposition to meet their men always in a spirit of fairness and compromise with the result that lock-outs and strikes are few in number, and outside of such calamities as the steel strike and coal strike, there is little industrial unrest here.

Wheeling is termed a hot-bed of unionism, and while it is true this community is strongly organized, yet all of its labor leaders are conservative and the radicals are few. While we have some of the latter class they are less in

number than the average industrial community the size of this and their influence is nil.

Wheeling is interested in its citizens and workers and is continually doing things to make the city a better place in which to live. It has one of the best public school systems in the country, civic pride is at a high notch, and it is governed in a capable and efficient manner making it an ideal place for a home. It offers many advantages to the workers and the fact that this has been the home of hundreds of them for a large number of years, and the further fact that many of these workers own their own homes, speaks volumes for Wheeling as a home centre.

The attitude of capital toward the welfare of the worker and citizens generally, is shown in the recent action of a number of employers and business men who contributed a fund of some twenty odd thousands of dollars for the purpose of making surveys looking to the improvement of the city to make it, if possible, a more desirable place in which to work and live.

Wheeling, like practically every other city in the country, has its biggest problem in solving housing conditions. This problem has been tackled by the employers and the result will be the erection of a large number of homes, substantially built, in locations that are pleasant and healthful and where workmen can raise their families surrounded by environment that makes for hap-

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These homes will be built expressly for workingmen and will be sold to them at a reasonable price on the pay-like-rent plan showing the disposition of Wheeling's big business men to do big things in a big way.

Another advantage of which not many cities can boast is the fact that Wheeling has a real live Chamber of Commerce that not only looks after the interests of the business men of the community, but the interests of all its citizens as well. It now has under way and in prospect,

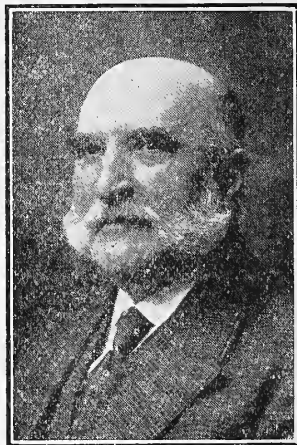
a number of matters having for their ultimate object the betterment of conditions of the working classes. These are being worked out as rapidly as possible and this activity adds greatly to the general contentment that prevails in this section.

There are many advantages that could be cited, but in a brief article such as this, space will not permit of giving details, but the above will convey a general idea of why the working classes are satisfied here and why they consider Wheeling the ideal spot in which to live.



J. W. EWING

Judge Ewing is Vice President of the Wheeling Chamber of Commerce and a leading figure in the civic advancement of the Wheeling District.



GEO. W. LUTZ

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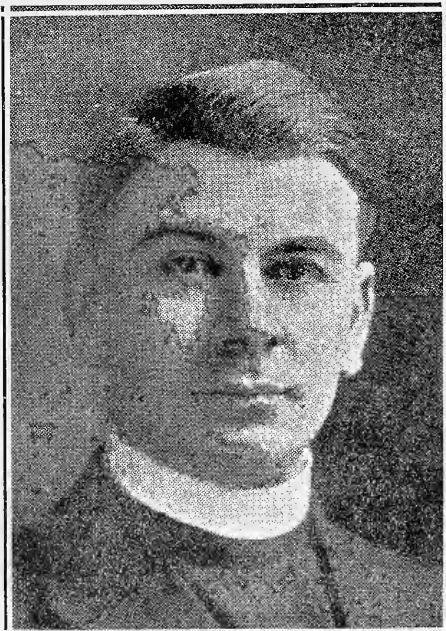
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F. D. WALTON, Director

Phone 338-J

The Churches of Greater Wheeling

By Rev. R. E. L. Strider.



CERTAIN facts of any community's corporate life are significantly revealed through a study of its churches. Not that such a study will indicate with perfect accuracy the height of the moral tone, or the sincerity of the religious professions of individuals, but rather that the churches inevitably tend to speak to the world of the deep and true character of the soul of any community. Like individuals, communities may be viewed from two angles: what they seem, and what they are. The ideal state combines the two; but this is

rare. Sometimes a community seems better than it is. Again one is better than it seems. In either case, however, an intimate and exhaustive study of the life, spirit and aims of the religious institutions of the locality under investigation will go far towards revealing the truth.

In their church life the best that is in men usually comes to the front. And it is only by their best that men can fairly be judged. No man can with sincerity and conviction enter into the fellowship of any church without thereby elevating the tone of his personal life, and purifying the quality of his ideals. Hence, it is deeply true that the churches of any place serve as an accurate barometer to register the presence, or absence, of those qualities of character and tendencies of soul that are necessary to make any community great. Such a test applied to Wheeling would produce interesting results. A study of Wheeling's churches would not have progressed far, before one would have discovered unmistakable signs of kindness of heart, philanthropy, generosity, commercial prosperity, sound business methods, idealism, vision, and loyalty to the fundamental principles of sound Americanism. In the possession of these commendable qualities Wheeling ranks high among American cities.

There are seventy-one churches of all denominations in Greater Wheeling. The combined membership of these religious organizations is thirty-two thous-

and, of whom fifteen thousand are numbered Roman Catholics, and seventeen thousand are enrolled in the various Protestant and other religious bodies. There are also numerous flourishing churches in the three Ohio towns across the river from Wheeling, Martins Ferry, Bridgeport, and Bellaire, the membership of which is not included in the figures given above. Wheeling is the See city of the Roman Catholic diocese of the same name, the home of the bishop, and the center of much activity on the part of that church. The larger and more influential of the Protestant churches, with the number of their members, are as follows: Baptist, 619; Christian, 1535; Lutheran, 2541; Methodist Episcopal, 4829; Presbyterian, 3230; Protestant, Episcopal, 1150; and United Presbyterian, 581. The Jewish congregation is an important factor in the religious and philanthropic life of the city, being generally interested and active in those movements that look towards civic and social betterment. There are also congregations of the Evangelical, Evangelical Protestant, Reformed, Unitarian, Eastern Orthodox, and various colored churches. The Salvation Army carries on in Wheeling the same excellent work it always stands for in cities where it is firmly established and is adequately supported financially. A recent campaign for funds has brought to the Salvation Army in Wheeling a sum of more than fifty thousand dollars, to be used more thoroughly and efficiently to organize and equip their work throughout the city.

One of the most valuable religious and social assets of the city of Wheeling is the Union Mission, supported and endorsed by all the Protestant churches of the community. This rescue mission for men and women during the two years of its existence has lifted hundreds out of the mire of sinful, hopeless, existence, into the pure atmosphere of clean, industrious living; and has only recently completed a campaign for twenty-five thousand dollars with which to enlarge

and carry forward its work. Some of the city's prominent business men are serving on the board of directors of the Union Mission. Much necessary Christian Social Service is carried on by the Wheeling churches through the two excellent hospitals of the city, the Associated Charities, the Young Men's Christian Association, the Young Women's Christian Association, the King's Daughters Day Nursery, the Tuberculosis Sanitarium, and other organizations. The Roman Catholics maintain their own schools, convent, and orphanage.

Were one to endeavor in a sentence or two to characterize the churches of Wheeling, one could with truth and sincerity say that they are well organized, largely attended, liberally supported financially, alert to every sort of human need, progressive in method, conservative in fundamental principle, earnestly desirous of being useful in the community, and ever striving to be mindful of their divine-human mission. If the function of the Church be to lead the community into a deeper appreciation of higher things, and if it be the duty of the community liberally to support and loyally to follow the Church in the doing of good works, then it may be honestly said that in Wheeling both the Church and the community are at least moving in the direction of true civic and human progress.

DIRECTORY OF CHURCHES

Baptist

First Baptist Church, S. E. corner Twelfth and Byron Streets, Rev. John McCulloch.

Immanuel Baptist Church, Y. M. C. A., Rev. George E. Lockhart.
Macedonia Baptist Church, Tenth near Market (c), Rev. S. A. Davenport.

Catholic

St. Alphonsus' German Catholic Church, 2111 Market Street, Rev. Father Eugene Becker.

St. Joseph's Cathedral, S. E. corner Third and Main Streets, Benwood, Rev. Peter M. Schoenen.

St. Joseph's Cathedral, S. E. corner Thirtieth and Eoff Streets, Rt. Rev. P. J. Donahue.

St. Ladislaus' Church, 4501 Eoff Street, Rev. Emil Musial.

St. Mary's Ruthenian, 4142 Jacob Street.

St. Michael's R. C. Church, Edgington, Rev. Basil Mader.

St. Vincent De Paul's R. C. Church, Key

Avenue and Marshall Street, Elm Grove, Rev. Ernest Pfleger.

Church of Immaculate Conception, N. W. corner Thirty-sixth and Wood Streets, Rev. Wm. C. Hall.

Church of the Sacred Heart, First and Main Streets, Rev. John H. Corcoran.

Corpus Christi R. C. Church 1514 Warwood Avenue, Rev. Patrick H. Gilseman.

Syrian Catholic Church (Our Lady, of Mt. Lebanon), 2339 Market Street, 2nd floor), Rev. Paul Abraham.

Christian

First Christian Church 2112 Market Street, Rev. W. H. Fields.

Island Christian Church, 61 Zane Street, Rev. E. K. Van Winkle.

Warwood Christian Church, Seventeenth and Richland Avenue, Rev. P. H. Canary.

St. Andrew's Protestant Episcopal Church, 3638 Eoff Street, Rev. James L. Fish.

St. Elizabeth's Episcopal Church, for deaf mutes, John Bremer, reader.

St. Luke's Protestant Episcopal Church, S. E. corner Ohio Avenue and South Penn Street, Rev. Jacob Brittingham.

St. Matthew's Protestant Episcopal Church, N. E. corner Fifteenth and Chapline Streets, Rev. R. E. L. Strider.

German Independent

St. Paul's Evangelical Protestant Church, Thirty-eighth and Wood Streets, Rev. August C. Rasche.

St. John's Evangelical Protestant Church, N. W. corner Twenty-second and Chapline Streets, Rev. Wm. G. Ulfert.

St. Matthew's Parish (Mission) of St. John's Evangelical Protestant Church, Heiskell and Hawthorne Avenue, Echo Point.

German Reformed

St. Stephanus German Evangelical Reformed Church, S. E. corner Thirty-sixth and Eoff Streets, Rev. S. H. Matzke.

Greek Orthodox

Apocalypsis Icanon Theologian, 2346 Market, Rev. Paarthenus Colonis.

Hebrew

Abav Sho'em Congregational, 1427 Twenty-ninth South, Rev. N. Nathanson, Rabbi.

Jewish Synagogue, 1216 Eoff Street, Rev. S. A. Mischkind, Rabbi.

Lutheran

Christ Evangelical Lutheran Church, Mozart, Rev. Frank Snyder.

Edgewood Lutheran Church, National Road, Edgewood, Rev. Ralph A. Harshman.

Trinity Evangelical Church, 3536 Eoff Street, Rev. Oscar C. Dean.

First Evangelical Lutheran Church, 37 Sixteenth Street, Rev. E. G. Howard.

St. James' German Evangelical Lutheran Church, 1409 Chapline Street, Rev. Walter E. Scheutte.

St. Mark's Evangelical Lutheran Church, 151 Kruger Avenue, Elm Grove, Rev. Frederick G. Alpern.

Warwood Lutheran Church, Warwood Avenue and Seventeenth Street, Rev. Ralph A. Harshman.

Zion Evangelical Lutheran Church, 2118 Market Street, Rev. Sigmund R. Strauss.

Methodist

Benwood M. E. Church, Main and Fifth Streets, Benwood, Rev. Omar U. Marple.

Buckley M. E. Church, Edgewood, Rev. J. Albert Wells.

Chapline Street M. E. Church, 2314 Chap-

line Street, Rev. John H. Hess, Sr.

First M. E. Church, Kruger and Center Avenues, Elm Grove, Rev. H. M. Riddle.

Fourth Street M. E. Church, 1211 to 1215 Chapline Street, Rev. Clarence E. Allen.

Hope M. E. Church, Caldwell's Run, Rev. W. K. Holt.

North Street M. E. Church, corner Fifth and Market Streets, Rev. Chas. H. Hamrick.

Steenrod M. E. Church, 213 National Road, Rev. R. C. Bennett.

Thomson M. E. Church, Ohio Avenue and South Broadway, Rev. H. C. Howard.

Warwood M. E. Church, Warwood Avenue and Fifteenth Street, Rev. Arthur Leazenby.

Wesley M. E. Church, 3718 Jacob Street, Rev. H. B. Moose.

Zane Street M. E. Church, S. E. corner Seventeenth and Jacob Streets, Rev. R. S. Grose.

German Methodist

First German M. E. Church, 2122 Chapline Street, Rev. C. E. Sevringhaus.

Colored Methodist.

Simpson A. M. E. Church, 1120 Eoff Street, Rev. Joseph J. Jenkins.

Wayman A. M. E. Church, 926 Market Street, Rev. C. B. McNeil.

Presbyterian

Eighteenth Street Chapel of the First Presbyterian Church, 129½ Eighteenth Street.

First Presbyterian Church, 1301 to 1305 Chapline Street, Rev. Samuel M. Gibson.

Second Presbyterian Church, S. W. corner Twentieth and Market Streets, Wheeling.

Elm Grove Stone Presbyterian Church, 114 Stone Church Road, Elm Grove, Rev. Lester B. Lewellyn.

Third Presbyterian Church, 3806 Jacob Street, Rev. J. P. Leyenberger.

Vance Memorial Church, Woodsdale, Rev. James M. Potter.

Warwood Presbyterian Church, 105 Twentieth Street, Rev. Edgar F. Carson.

United Presbyterian

First United Presbyterian Church, 1123-25 Chapline Street, Rev. Chas. H. Robinson.

Second United Presbyterian Church, 52 Fourteenth Street, Rev. Ira G. McCreary.

Unitarian

First Unitarian Church, 1129 Eoff Street, Rev. Clara Cook Helvie.

Miscellaneous, Non-Sectarian, Etc.

Church of God, 24-26 South Broadway.

Church of God, 3943 Jacob Street, Rev. George Steer.

Church of God and Saints of Christ, 1009 Eoff Street (c), Rev. Charles B. H. McNeil.

Church of God, 805 Main Street, Elm Grove, Rev. Carol C. Blyler.

First Church of Christ, 1119 Chapline Street.

First Spiritualist Association of Wheeling, Rev. George W. Way.

Second Spiritualist Association of Wheeling, Odd Fellows' Hall.

Peoples' Tabernacle 2916 South Street.

C. H. Giffus, Leader.

Reorganized Church of Jesus Christ, Forty-second and Jacob Street, L. A. Ling, Presiding Elder.

The Salvation Army Hall, 21 Fourteenth Street, C. A. Lockwood, Captain in Charge.

Union Mission of Wheeling, 1-7 Fourteenth Street, Rev. G. W. Cory, Superintendent.

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Benevolent Organizations

By John C. Lynch, General Secretary of the Y. M. C. A.



WHEELING is fortunate in its beneficent institutions. Its broad and well-sustained religious, benevolent and philanthropic organizations are among the proud possessions of its people.

The Wheeling Hospital is not only the pioneer of the two splendid Hospitals but is the oldest of all the eleemosynary institutions of Greater Wheeling. It was founded by Rt. Rev. R. V. Whelan, the first Bishop of Wheeling diocese of the Catholic Church, early in 1850 and has a fine record of nearly three score and ten years. It occupies a commodious building on the west side of north Main street between First and Second streets. This has been the location since 1856. The

building has been enlarged and improved from time to time to meet increasing demands. It is equipped with every facility for the care of the sick and injured. The skilled medical staff and trained nurses give conscientious treatment to the sick and suffering. Its capacity is taxed practically all the time. In addition to the pay patients cared for a large number of charity cases are treated, which are provided for in part by State appropriation. The Hospital is in charge of the Sisters of St. Joseph. Rt. Rev. P. J. Donahue, Bishop of the diocese of West Virginia, is president of the board of directors.

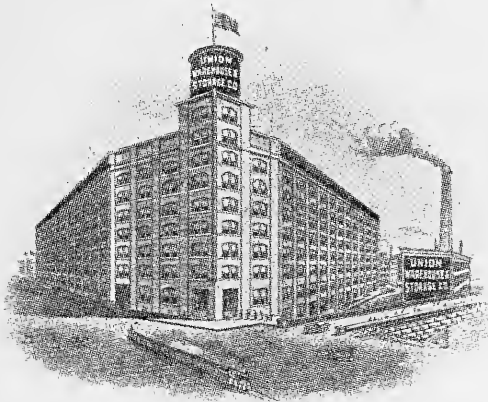
The Ohio Valley General Hospital, organized under the name of the City Hospital, received its charter January 1, 1890. The following year the building of the Wheeling Female Seminary, standing on an eminence at the corner of Twentieth and Eoff streets, was purchased and opened for Hospital use early in 1892. In 1914 a new fire-proof building, erected on the same site, was opened and began operating as The Ohio Valley General Hospital. The building stands high above its surroundings, is stately and imposing in appearance and embodies all the latest improvements in hospital construction. There is a staff of competent resident physicians to assist the attending physicians and surgeons and the young ladies of the Training School for Nurses assist in the care of patients. The Hospital is called upon to do a large amount of charity work and is prepared at all times to aid in emergencies. A limited State appropriation is received but the Hospital is mainly supported by patients and contributions. B. W. Peterson is president of the board of direc-

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tors. Pliny O. Clark was the superintendent, succeeded by Dr. C. D. Wilkins. Mrs. W. F. Butler has been president of the Woman's Hospital Association since its organization in 1890. The Whitaker Home, Chapline street, near Twenty-second, a recent gift of Mrs. Nelson E. Whitaker and family, will soon be opened as a nurses clubhouse.

The Children's Home has had a long and honorable career. On the 14th day of February 1870 it became "a corporation by the name of The Children's Home of the City of Wheeling, for the purpose of affording a home, food, clothing and schooling for destitute or friendless children, and to place them with respectable families or persons to learn some useful trade or occupation." Next February this benevolent enterprise will complete a half century of history. During all these years many hundreds of unfortunate little children have been furnished with shelter and protection, provided with education, surrounded with religious influences and placed in good permanent homes. The work was begun in

rented quarters and in 1872 a Home was purchased at Thirteenth and Jacob streets and occupied for thirty years. In 1902 an enlarged work was taken up in a new building occupying a commanding position on a tract of more than three acres of ground at Woodsdale and admirably adapted to the purposes of the Home. D. C. List, Jr., is president, John C. Lynch is secretary and S. P. Norton is treasurer. Mrs. John L. Dickey is president of the board of lady managers.

The King's Daughters' Day Nursery, like many another beneficent movement is the outgrowth of womanly sympathy. It was established to give motherly care during the day to young children of industrious working women whose employment calls them from home and who would otherwise be obliged to leave their children without protection. In connection with the Nursery a free kindergarten is conducted and clubs are organized for mothers as well as for boys and girls. Cooking and sewing is taught and other useful instruction is given. The building, a large remodeled frame

dwelling, at 3530 Eoff street is a community center. A helpful social environment is cast around the neighborhood. The work is maintained by the different circles of King's Daughters and contributions of citizens. Mrs. Jacob Brittingham is president and Miss Lizzie Lawson is treasurer. Miss Emma Helms is the superintendent.

The Young Men's Christian Association is one of the established institutions of the community, recognized as a necessary part of the city's equipment. For thirty-five years it has devoted itself preeminently to the best interests of young men. It was organized December 27, 1884 for the intellectual, physical, social and spiritual welfare of the men and boys of Wheeling. A building on the corner of Market and Twentieth streets, the munificent gift of Mrs. Ruth Maxwell and her daughters, was occupied for nearly twenty years. The work steadily grew until the building became inadequate to meet the needs of the Associa-

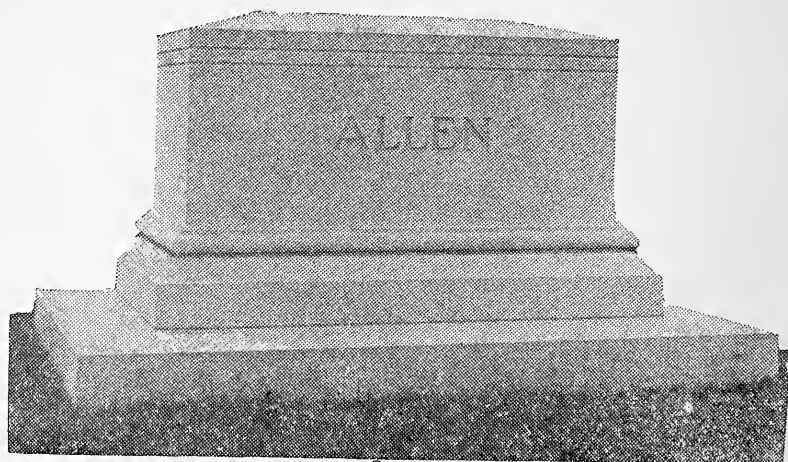
tion and a new building, modern and complete, erected on the same site as a monument to the philanthropy of our citizens, was dedicated May 1, 1910. The Association is a workable combination of club facilities, athletics, education and religion. The privileges of the building and its various activities are open to men and boys of all classes. Dr. John L. Dickey is president, Howard Hazlett, treasurer and John C. Lynch, general secretary.

The Young Women's Christian Association is a deservedly popular organization of young women. It was organized in 1907 and occupied rented quarters until entering its fine new building on the corner of Chapline and Eleventh streets, which citizens provided for the benefit of the young women and girls of the community. The building is centrally located, commodious and dignified. Its interior plans meet every requirement. It is comfortably furnished and cheery

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Numerous activities are conducted along the line of education, gymnastics, physical training, games, social service, religion, vocational training and amusements. A "Resident Hall" provides an admirable place for young women away from home to live amid a cheerful home atmosphere. A well-conducted Cafeteria is an attractive feature of the Association. Any young woman without regard to nationality, occupation or religious belief may become a member and enjoy the many privileges. The fee is nominal. The Association management is vested in a board of directors composed of thirty women. Mrs. H. L. Bond is president, Mrs. Charles O'Brien is treasurer and Mrs. May Kinney Lewis is the general secretary.

The Associated Charities was organized in 1909 when several philanthropic agencies operating entirely on a volunteer basis were merged with the new organization. It is one of the greatest forces in the community for the efficient relief of poverty and the elimination of its causes. It seeks to improve the condition of the poor and to protect the community from imposture. Its charity is as broad as human suffering, but it is given by those fitted to administer it after proper investigation. In giving material relief care is exercised to protect the applicants self-respect and to encourage self-support. It maintains a family relief department, visiting nurse department, and "children's free dental dispensary." The work is supported entirely by contributions. The officers are located on the third floor of the Board of Trade building. Col. J. Sumner Jones is president, J. A. Blum is treasurer and Edward C. Kreutzer is secretary.

Ohio County Anti-Tuberculosis League was organized in 1909 to combat the dread disease of tuberculosis. A sanatorium was maintained at View Point, Elm Grove, for several years but has been moved to a more desirable location. Late in 1918 a site was purchased con-

sisting of forty acres on an elevation east of Battle Run and near Point Mills on the National Pike. A large house on the farm was remodeled and is used at present as a sanatorium where both pay and charity patients are received. The buildings at View Point will be moved to this location. The story of this noble charity is a story of years of hard and cheerful labor in the interest of humanity. Robert Hazlett is president of the Board of Directors. Some support for charity work is received from the County and State, but the Sanatorium is mainly supported by the contributions of friends of practical philanthropic work.

The Florence Crittenden Home, reorganized in 1910, is situated on the National Road at the S bridge. The post-office address is Elm Grove. This is one of a number of such Homes located in different sections of the United States. Its objects is the protection of girls and rescue and reformation of fallen women. Wayward girls are cared for in body and soul and have the comforts of a well ordered Christian home until they are fitted to earn a respectable living or return to their families. Through its ministry many women have been permanently withdrawn from paths of vice and shame. It is a much needed work successfully conducted. It has been under the management of benevolent women for ten years. Mrs. Annie V. Hugus is the president of the board of managers and Miss Elizabeth Rungee is superintendent. Edward Hazlett is the treasurer. The Home depends almost entirely upon gifts of friends for its support.

The Home Of Good Shepherd was established in the year 1900 to provide a home for destitute and wayward young girls. It is in charge of the Sisters of the Good Shepherd and occupies a wide and needed field. An average of one hundred and eighty children receive the protection and care of the Home. A group of splendid buildings especially

designed and erected for the work of the institution stand on spacious and attractive grounds at Edgington Lane. This beneficent charity is supported in some measure by its industry, but is in need of annual contributions to carry on its work.

St. Vincent's Home For Girls is in charge of the Sisters of St. Joseph and is doing a vast amount of good. It was originally established in 1856 in connection with the Wheeling Hospital. Since 1894 it has occupied a well-appointed building at Keys Lane, Elm Grove. Sheltering arms are extended to orphan, neglected and destitute girls whose needs and comforts are looked after until they are taken by relatives or provided with good permanent homes. The directors are the same as for the St. John's Home for boys and the Wheeling Hospital. They are Rt. Rev. P. J. Donahue, president, Rev. Edward E. Weber, secretary; Dr. C. A. Wingerter, T. S. Riley, E. B. Carney, P. J. Green, George Mathison, John Coleman and John A. Blum.

St. John's Home For Boys is one of the useful charities of Greater Wheeling. It was opened at Elm Grove in 1895 and is in charge of the Sisters of St. Joseph. The physical, mental and moral needs of the boys under the protection of the Home are carefully watched. They are educated, trained and inspired with proper ambitions to become useful citizens. The boys are kept in the Home until satisfactory places are found for them.

St. Alphonsus Home is an orphan asylum conducted by the St. Alphonsus Catholic Church for children of the parish. It was established in 1890 and is doing good work. The location is 2126 Market street. The orphanage is in charge of the Sisters of Divine Providence. The children under their care are educated and instructed in morals and religion.

The Home For the Aged, known as Altenheim, was opened in 1900 to provide a home for worthy women of ad-

vanced age. Anton Reyman was the founder and generous donor of the property. The large and beautiful grounds are located on the National Road at Woodsdale. A comfortable building stands high and affords a superb outlook. The situation is ideal for such an institution. It is an attractive Home where old ladies may go upon the payment of an entrance fee and spend the remainder of their lives free from care and worry. Hon. N. B. Scott is president of the board of trustees and William Carle is the secretary-treasurer. Mrs. Anton Reyman is president of the board of lady managers. Miss Rose Forney is matron.

West Virginia Home For Aged and Friendless Women has existed under this title since the 11th day of January, 1890. The parent organization was effected in the year 1887 under the name of The West Virginia Home for Friendless Women. This very worthy institution is housed in a substantial brick building at 37 Thirteenth street. It is a home-like institute and affords a permanent home for aged women where they can spend their days in comfort. Applicants for admission must be at least sixty-five years of age and pay the regular admission fee. It always has its complement of inmates. In addition to its care for the aged temporary shelter is afforded to friendless women who seek its protection. The Home is quietly and unostentatiously doing a very important work. James Cummins is president of the board of directors and F. H. Williams is secretary. Mrs. Joseph Paull is president of the board of lady managers. Miss Katherine Wiley is the superintendent.

The Wheeling Playgrounds Association maintains four public playgrounds equipped at an initial expenditure of over five thousand dollars. The grounds are located on Sixteenth and McColloch streets; Wood street between Twenty-fifth and Twenty-sixth streets and on Forty-sixth and Wood streets, together with a recently established playground

Anona Disappeared---

as if the earth had swallowed her—just a short time after she had ascended to the Supreme Rulership of the Nations of the Inonese, or Moundbuilders; and at a time when her services were needed to organize her people for defense against the frightful incursions of the Black Savages, who sought chiefly to carry away the female beauties of the Moundbuilders. Popop was a giant of the Bronze Race who perhaps knew something about the disappearance of Anona—and surely YOU will be interested to know and enjoy the unusual adventures and unravel the mysteries of the superstitious and once great race of Moundbuilders, who long ago inhabited what is now North America.

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is the title of a new novel to be published about April First, 1920. In the story, what is now Moundsville, W. Va., is the Capital City of the Moundbuilders; what is now Elm Grove (a part of Greater Wheeling) is the Royal Country Seat; and the Nations spread over the entire continent of our modern North America. The characteristics and superstitions of the people are well defined; the animals of the time are especially interesting; the mystery, adventure, humor and dramatic scenes of the story will hold your interest and thrill you with deep emotions—besides adding to your knowledge of this once great but now vanquished race.

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on the east side of Main street, between Fourth and Pike streets in North Wheeling. During the summer season an average daily attendance of over one thousand boys and girls are given the benefits that come from wholesome outdoor exercise and directed play so necessary to child life. The work of the Playgrounds Association was inaugurated in 1909. Mrs. C. R. Hubbard is the president and James Cummins is treasurer. Alfred O. Anderson the recreation manager is ably supported by a staff of efficient assistants. The Association has no fixed income and depends on contributions for support.

The Union Mission was organized in 1917 and the amount of good accomplished for individuals and the community is beyond estimate. It operates in two rented buildings. The old St. Charles Hotel on the corner of Water and Fourteenth streets is used for men and the former Neely Hotel at 1214 Water street is used for the woman's work. The Mission covers a specific field of charitable and rescue work which is, in some respects, not touched by any other institution. It provides a temporary home, secures employment and gives hope and encouragement to men and women whose lives have been wrecked by sin. It extends a helping hand to any one desirous of forsaking their sins and beginning a new life. Gospel services are held every night the year round. I. M. Scott is the official head and Clyde F. Amos is secretary-treasurer. Rev. G. W. Cory is the founder and superintendent. The Union Mission of Wheeling is an asset to the community that deserves liberal support.

The Salvation Army has operated in Wheeling for a long term of years and has been instrumental in rescuing many poor outcasts. It is a non-sectarian organization holding indoor and street meetings, providing temporary shelter and relief, distributing Christmas baskets to the poor and doing much other

good work. The Salvation Army of Wheeling is about to enter upon a more extensive sphere of usefulness. A recent campaign for funds under the leadership of Otto Schenk enabled the army to purchase the Haskins Hospital property at the corner of Eoff and Thirty-third streets. This splendid group of buildings will be put in order to accommodate the different departments of work to be carried on. Captain C. A. Lockwood is the officer in charge. An Industrial Home is conducted at 2021 Main street.

Wheeling Chapter, American Red Cross was organized February, 1914. From that date to the beginning of the war the Chapter had but little to do. May 1, 1917 there were probably 120 members enrolled, but by the end of that year the membership had grown to 12,500 and was later largely increased. During the period of the war the organization was liberally supported by all classes of citizens and a large number of willing workers produced a vast quantity of hospital supplies, surgical dressings, sweaters, socks, and garments of all descriptions. These were forwarded according to instructions from Washington, and in some cases article were given to our boys going to service. The Chapter was quick to respond to every call, and its record compares favorably with much larger cities. The Home Service Section was organized March 1, 1918 and has rendered valuable service to families and returned soldiers. This service is in active operation with headquarters at 1207 Chapline street. The Wheeling Red Cross organization is prepared to answer any call for help in time of epidemic, fire, flood or any distress. C. A. Robinson is chairman, W. B. Irvine, treasurer and Tom B. Foulk secretary.

The Boy Scouts were organized as a local council of the Boy Scouts of America in 1917. The Boy Scout movement aims to supplement the home, the church and existing organizations by en-

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gaging boys' leisure energies in outdoor game and activities of cultural and practical value to lead them to become good citizen. The Scouts' motto is "Be prepared" and his oath is: "On my honor I will do my best—1, to do my duty to God and my country, and obey the Scout laws. 2—To help other people at all times. 3—To keep myself physically strong, mentally awake and morally straight." There are twenty-four troops in Greater Wheeling with 472 Scouts and 46 troop leaders. The Scouts serve the community in very many helpful ways. The work is supported by contributions from citizens. Geo. E. House is president and J. Adam Blum is treasurer. H. O. Portz is the Scout Executive.

Headquarters are in the Market Auditorium.

Ohio Valley Colored Industrial Home occupies rented quarters on the second floor of a building located on the northeast corner of Twentieth and Main streets. The Home is organized for the maintenance of orphan and destitute colored children. Rev. Charles B. H. McNeill, pastor of the Church of God and Saints of Christ is the founder and manager.

Wheeling's Open-Hearted Charity, organized and unorganized covers the necessities of unfortunate humanity. In addition to the public philanthropic institutions there are many Church and fraternal organizations ministering to the needs of men, women and children.

Miscellaneous

THE following brief articles cover a number of local manufacturers, banks and miscellaneous enterprises, all of whom supported the publication of this book. But for public-spirited co-operation of progressive firms of the community, books such as this would hardly be possible, unless at great loss to the publisher, the cost of producing the work would make it necessary to sell the book at a proportionate price and this would be likely to retard the distribution of the book. Since it is desired that all peo-

ple shall know more about the Wheeling District, for their own benefit and for the good and advancement of the community, a few advertisements from responsible firms were accepted, and will be found in the back part of the book. A careful scrutiny, of the display announcements, is respectfully invited.

The information here given concerning a number of leading industries, banks and business enterprises, may prove quite interesting.

C. W. BATES, ARCHITECT.

Charles W. Bates, Architect, whose offices are located in the National Bank of West Virginia building, Twelfth and Main streets, is one of the leading Architects in the Ohio Valley, having been commissioned to design some of the most beautiful and substantial structures in the entire Tri-State district. It is not customary for Mr. Bates to seek publicity—in fact he does not approve of any professional seeking publicity for its sole sake—yet he is ever willing and anxious to do his bit in the interest of the community, such as aiding in the publication of this book, as a community enterprise.

All in all, C. W. Bates is a thoroughly progressive Architect and maintains a like organization, for any who may desire service in this line.

ELLIS & HELFER CO.

The firm of Ellis & Helfer Co., whose address appears elsewhere in this book is one of the oldest and the largest candy manufacturers in the State of West Virginia, being originally established in 1889 under the firm name of Hoehle, Ellis, Herbert & Co., 1312 Main street, a partnership with one traveling salesman, and after a few years Mr. Hoehle and Mr. Herbert retiring from the business it was continued by Mr. Ellis and Mr. Helfer and formed into a corporation styled Ellis & Helfer Co., taking in a number of their employees. Their business grew so rapidly they were compelled to seek larger quarters and at present occupy the buildings by street numbers 1313, 1315 and 1317 Main street, Wheeling, W. Va.

They manufacture for both the Jobbing and Retail trade. They now employ twelve traveling salesmen who cover a large territory in West Virginia, Eastern Ohio and Western Pennsylvania. They also conduct a general wholesale business in Confectionery, Fountain Supplies, Soft Drinks, Tobacco and Cigars, and are the exclusive agents for several lines of high grade chocolates. With their many years experience they have perfected depart-

ments systems, which enable them to execute orders the same day as received.

The business is conducted by Mr. Ellis, president and general manager, Mr. Helfer, factory manager, Mr. King, credit department and Mr. Steinbicker, manager of sales department. We bespeak for this active and progressive institution only success.

GEORGE S. FEENY COMPANY

The George S. Feeny Company, Wheeling, is one of the best known of candy manufacturers and wholesalers in the Ohio Valley, and have won their present reputation through the merit of their products. They manufacture a complete line of candies, known throughout the valley as the "White Rose" brand. In addition to their manufacture they handle a large line of popular goods, including Schraff's chocolates and bonbons. Owing to the completeness of their line and the personal interest taken in customers' wants, it would pay anyone handling a line of candy or anyone contemplating handling such a line, to visit the show rooms of the George S. Feeny Company.

GEE ELECTRIC COMPANY

The Gee Electric Company, Fourteenth and Main streets, Wheeling, is probably the most complete electric service house in this part of the country. Estimates always cheerfully furnished and they have a reputation for genuine service that is unequalled.

Mr. Harry W. Gee, the efficient head of the firm, has had wide and long experience in his chosen field and has worked up an organization that is thoroughly responsible and in every way capable. Mr. Gee is president of the Building Construction Employers' Association, a director of the Wheeling Chamber of Commerce, and is likewise active in many other organizations.

In fact, the Gee Electric Company, as a whole, is an enterprise of which Wheeling has long been proud—an institution of service.

F. P. JONES COMPANY

One of the most complete stocks of building materials and builders' specialties is found in the warehouse of the F. P. Jones Company in East Wheeling.

From a small beginning in 1897, this company has continued to grow. It has for the past thirteen year been entirely under its present management, F. P. Jones, its president, and Geo. A. Bailey, secretary-treasurer. These parties, while always ready to investigate new materials and methods, but have never been known to recommend to the builders of Wheeling a material with questionable merit. Their line at the present time, however, includes many building specialties that are being used regularly in the district in and near Wheeling. The reader's attention is especially called to this, and an invitation extended prospective builders to use their Service Department at any time.

Some years ago, when face brick became more than just "Red" or "White" brick, special attention was given the newer styles and textures. Many visits to the factories and consultations with the management have given the people of Wheeling a face brick service unexcelled even in the larger cities. Hundreds of sample brick and sample panels are shown at their office, and prices quoted without delay. This department alone has created many satisfied customers.

A very efficient delivery system is maintained at all times. Large trucks, supplemented by smaller ones and teams, enable this company to make prompt deliveries of any quantities anywhere. Large stocks of all materials are kept at their warehouse at Wheeling, and whether your order is one for many carloads of materials, for materials for a residence, the brick mantle, or a concrete sidewalk or wall, you will find your order carefully taken care of without delay.

ORION KOLLER

Civil Engineering.

Standing among the foremost of those engaged in the practice of Civil Engineering in the vicinity of Wheeling is Orion Koller, who maintains a suite of offices in the Schmulbach building.

By reason of his having acquired by purchase of all the maps, survey notes and data, of Engineers who have been practicing in Wheeling for the past fifty years, he is no doubt more familiar with the territory in and around Wheeling than anyone else so engaged. Among those whose effects he has purchased will be found many old and familiar names, some of them being Frank Hoge, A. L. White, Wilson Hoge, C. H. Lohse, A. S. Bell, Robert Hazlett and Koller and Conrad.

Mr. Koller is now filling his second term as the County Surveyor of Ohio County and will probably be a candidate to succeed himself at the coming primaries.

His work is not alone confined to the territory around Wheeling; a short time ago he completed an extensive survey for the Ohio Cities Gas Company which necessitated the surveying and mapping of all their pipe lines in the states of Ohio, Pennsylvania and West Virginia.

In the early part of the war he made preliminary surveys along New River in Virginia and North Carolina for the construction of a large dam from which elec-

tric power was to be converted for use of a large nitrate plant.

All the preliminary surveys connected with construction of the large Windsor power plant were made in his office.

Mr. Koller at the present time is busy with numerous paving, and sewerage contracts, and the planning and laying out of suburban properties. It is his opinion that "Greater Wheeling" is due for a big real estate boom during the coming spring and summer.

D. C. KURNER

Painting and Wall Paper.

D. C. Kurner, Wheeling's pioneer painting contractor, wall paper dealer and home beautifier, has the distinction of being the oldest firm engaged in that line of business in the Ohio Valley, having started in business at No. 1727 Market street, back in 1885, approximately 35 years ago. The firm has enjoyed a steady and substantial growth through that period of years and emerges in 1920 as the largest and most reliable firm in the Wheeling District catering to the painting and wall paper trade.

The beautiful store located at No. 1518 Market street, where the company has been located for the past 14 years is a monument to the business, and it has been necessary to remodel the building at intervals in order to take care of the ever-increasing business. A complete line of high-grade wall papers and wall coverings are carried at all times, while a most complete stock of paints, varnishes, brushes and in fact everything used in the painting and paper line is always on hand, making the store headquarters for everything in that line.

The firm also contracts for all kinds of painting and decorating jobs, and the best residences in the district have been painted and decorated by D. C. Kurner. The best of skilled workmen are none too good for the company, and as a result only the very highest grade work is turned out. The motto of the store is "Satisfaction and Good Work" and in the future as in the past, it will be the policy of the company to give that kind of service. A complete department for doing all kinds of sign and show card work is also a feature, and it will be well for anyone contemplating painting, decorating or paper hanging to see D. C. Kurner first and the trouble will be solved for all time.

NEILL GROCERY COMPANY

There can be no doubt that a "Greater Wheeling" spells progress. In using their influence every individual and institution might do well to bear this in mind: This City is what it is because of its citizens working through its institutions, and its needs are satisfied in this manner. At the head of the column of necessities of life stand food products. This need is universal and unsatiable; its demands, when met, sustain life itself. The Wholesale Grocer is the man who fills a large portion of this want and time has proven that he is the logical means for distributing these necessities. In fact, he offers both the necessities and the luxuries for the daily meal.

Among our honored institutions of this nature is the Neill Grocery Company, at Twenty-second and Water streets, Wheeling; for, in offering their products, they do so with the satisfaction of knowing that the integrity of the men in charge and

the "square deal" are essential elements of true progress.

B. J. NEUHARDT

Wheeling and vicinity is justly proud of having conveniently located at 1305-1307 Market street, one of the most up-to-date Haberdashery stores in the country, conducted by Mr. B. J. Newhardt, who has been in business here for many years. A visit to this store by anyone not acquainted with it, will be a revelation of both quality and quantity in men's furnishings. The arrangements of the interior of the store is such as to make it attractive and especially convenient for the display and sale of anything in this line. Mr. Neuhardt has always held to the policy of giving his patrons real quality at reasonable prices, which, together with the large stock carried and the handsome store, accounts for the ever increasing business at this establishment.

SPEARS & RIDDLE

On the old National Road at Tenth and Market streets, handy for all local trade and right on the line of travel for all tourists, is located the Retail Automobile Accessory Store owned and controlled by Spears & Riddle Co., jobbers of Automobiles and Garage Supplies with offices and warehouses on Twentieth street, Wheeling.

The store is under the personal management of Ivan R. Spears, one of the members of the firm, and to him must be given the credit of conducting the finest auto accessory store the writer has ever had the pleasure of visiting. Not even in New York City would it be possible to

go into a store where you would be more liable to have your wants supplied, no matter how unusual your needs. It is truly a department store for the autoist, and certainly you will never have an opportunity of visiting a store of any kind where you will be more thoroughly satisfied with the courteous business-like treatment of its customers.

Mr. Spears has that rare ability found in so few retail merchants of making a customer feel that his trade is appreciated and has succeeded more or less in instilling it deep into every member of the store. Their service strikes you the minute you stop at any one of their three gasoline, dispensing stations. For while you are getting your gas, a boy will test your tires and inflate them to the proper pressure, while another will fill your radiator with water and all so quick you cannot help but want to hurry back.

And last, but not least, the thing that appeals to one most of all as deserving favorable mention, and as being a step ahead particularly in the automobile accessory business, is their method of pricing their goods, nothing slap-stick or hap-hazard, their overheads have been carefully compiled and together with a profit, and in all fairness, only a fair profit, has been added to their cost, making a selling price which is fair to all, and each article is marked in plain figures, and there are no deviations and no favored few.

You who live within striking distance of this store and are not one of its satisfied customers, are missing what many tourists say is one of the best places to stop on the Old Trail, between Baltimore and St. Louis, or, as one old fellow said: "I have driven from Texas to Boston and am now on my way home, and for service there is nothing

BUY AT HOME

When building your Residence, Hotel or Apartment House
insist on your architect specifying

All Clay Plumbing Fixtures

Manufactured in Greater Wheeling

BATH TUBS, LAVATORIES, WATER CLOSET BOWLS,
KITCHEN SINKS, LAUNDRY TRAYS,
URINAL STALLS

All Jobbers in Plumbers' Supplies can furnish these goods

Wheeling Sanitary & Mfg. Co.

Wheeling, W. Va.

Works at

Tiltonsville, Ohio; Elm Grove, W. Va., and Wheeling, W. Va.

that touches it. I will remember Wheeling and West Virginia, as the home of Spears & Riddle Co., the only place where I bought gas and oil on my whole trip that made me feel more than satisfied."

A store that is creating a feeling like that for Wheeling with practically every tourist who goes through here is on the right side of old Pa Wheeling's ledges and should, yes, probably is, enjoying the patronage of the big end of Wheeling's autoists' and boosters', the progressive element of the community.

One recent evidence of the progressive spirit of the management is displayed in their recent generosity in furnishing five specially constructed booths, placed on various busy corners in the business district, and used by the traffic police.

In addition to Ivan R. Spears, general manager, the following named are important fixtures in the staff of Spears & Riddle Co. (Retail Department: Ed. Elig, manager of the Accessory and Supply department; William Brinkman, manager of the outside service; Wilbur Morrow, manager of tire repair department, and Miss Hazel Gray, accountant. Spears & Riddle Company especially invites the patronage of particular people.

SANDOW MOTOR SALES CO.

Sandow specifications are those of quality trucks in every detail.

Continental Red Seal motor is used in all models. All models are equipped with worm drive. All are equipped with selective type transmission.

A careful study of Sandow frames, with pressed steel construction standard, shows a wide factor of safety under all conditions of road and load.

In every element of design superior strength and resistance to road shows up in the record of service established by every operator of a Sandow Truck.

And the superior strength of the Sandow in all models has been obtained with an accessibility of all parts, a clean-cut design, and a freedom from cumbersome construction that makes the Sandow a notable achievement in truck design.

Some of the local users of Sandow Trucks are: Coco-Cola Company, seven trucks; Klieves Lumber Company, two trucks; Union Stock Yards, C. H. Becker Co., Rayland Express, Wheeling and Elm Grove Express, A. Lopreste, Frank Gardner Produce Co.

For demonstration call 490-J. W. S. Stenger is the capable manager of the Sandow Motor Sales Co., with offices at Eleventh and Water street.

UWANTA TOILET AND TOWEL SUPPLY.

The Uwanta Toilet and Towel Supply was started in this City for the purpose of taking care of the Office and Store towels, which for many years had been made a huge joke.

The first towels and cabinets were installed August 4, 1903, and since that time has had a steady growth notwithstanding the many discouragements which is almost certain to come to any new business.

The success of this business is due largely to the prompt service they have rendered to the people. There is nothing sold except service, and on account of the special attention and courtesies given to patrons, this business has grown from nothing to a thriving industry, with deliveries all over this valley.

WHEELING FIRE INSURANCE COMPANY.

This company was organized May 15, 1867, and commenced business July 5th of the same year. The company has been in successful operation for more than fifty years and is at the present time the only stock fire insurance company whose home office is located within the State of West Virginia. The company was known for many years as the German Fire Insurance Company of Wheeling, West Va., but changed to its present name during 1918.

It is a seasoned corporation and its field of operation is not confined to its home state. It has prominent connections in many of the largest cities of the Union.

Clinging to its creditable history and achievements it does not lie in the past. It recognizes the necessity of keeping abreast with the times of today. In the past it has built strongly on service and promptness in meeting its obligations and through such practices it has created a favorable atmosphere for its agents.

On its Board of Directors are found some of Wheeling's most influential business men. In fire insurance circles generally it is highly regarded as a company offering unquestioned protection to its policy holders.

WHEELING ICE AND STORAGE COMPANY.

Established June 15, 1889, the Wheeling Ice and Storage Company has come to be one of the leading industries of its kind in this part of the country. The company manufactures pure Hygeia ice and distilled water, and makes a specialty of delivering distilled water absolutely pure for sickness, etc., also deep well water for drinking purposes, both kinds of water being highly recommended. Delivery of all the products of the company is made by special wagons to the consuming public, butchers, grocers, and others. The company has also been in the cold storage business for twenty-five years, delivering to the consumers of this community "Monongah Coal," Piedmont Smithing and Anthracite Coal.

The plant and offices of the company are located at 2224 Water street, Wheeling, their telephone number being 521. The present officers of this progressive concern are: President, Dr. L. D. Wilson; Secretary and Treasurer, D. C. List, Jr.; Assistant Manager, H. J. Hartman.

WEST VIRGINIA OPTICAL COMPANY.

This enterprising optical firm is located on the corner of Tenth and Main streets, Wheeling, and caters particularly to particular people. Dr. Thomas F. Downing, one of the leading citizens of the community, is in charge, which is enough to assure absolutely fair treatment. Accuracy and reliability are watch-words with the West Virginia Optical Company.

CENTRAL GLASS WORKS.

Probably no institution in Wheeling had made greater strides in the last two years than the old Central Glass Works in the East End, and visitors to this plant have been greatly surprised when they found what a wonderful factory the old Central had been turned into recently.

It has been overhauled and rebuilt to such an extent one who had not seen or

SPEARS & RIDDLE CO.

AUTO SUPPLIES

10th and Market Streets

WHEELING, W. VA.

"A barrel of service with a gallon of gas"

visited it in the last few years would not have recognized it.

One year ago the Company bought from the Jefferson Glass Company, the famous "Chippendale" product, and are now manufacturing this beautiful ware very successfully.

Vast improvements were necessary to the old Central to bring it up to the high standard of the other Wheeling industries, and the Company has spent, within the last twelve months, more than one hundred thousand dollars, which can be plainly seen on an inspection tour.

The output of the Company has been increased considerably, and the third furnace is now in operation for the first time in many years, which has given additional employment to about sixty people.

The Company's business is now international, and the famous "Chippendale" ware is being sent all over the world. The new ware is so characteristic and distinct that it is not difficult to sell.

The Company is owned entirely by Wheeling capital, and was founded in 1863, by the late John Osterling and others, and was one of the first glass factories in America.

The firm has changed its line only a few times, but never manufactured any kind of glassware except the very best, and always used as its motto: "Quality" and not "Quantity."

This Company is better known throughout the United States, than it is here at home, and the people of Wheeling do not know they have, in their city, a plant which is universally known to be one of the producers of the highest grade glassware manufactured in the world, and many people go to larger cities, especially in the East, and bring back home the beautiful ware manufactured by the Central, and exhibit it to their friends, and boast of the fine ware purchased while away from home, not realizing they pass the plant and men who make this fine ware many many times during each year.

The coming year promises to be a good one for the old Central as they have plenty of orders ahead, and have secured an abundance of high grade material which will enable them to continue to produce the famous "Old Central Quality" and the new "Chippendale" ware.

THE ELM GROVE MILLING COMPANY

One of the oldest and most progressive enterprises in the Greater Wheeling District is the Elm Grove Milling Company, at Elm Grove. The original old mill which still stands was built of stone, perhaps slightly over one hundred years ago, making it one of the oldest mills in the entire State. Up until about fifty years ago, the mill was known as a "Water Flour Mill," the power for its operation being furnished by the water of the Little Wheeling Creek. Today, a huge eight horse-power Bessemer gas engine supplies the power that enables the mill to turn out some of the best liked grades of flour enjoyed by the present generation.

The present corporation was chartered in 1907, succeeding Atkinson & Terrill. Mr. J. A. Raab is the present efficient manager, under whose direction the mill is rendering a valuable service to the company and reaping success as its just reward. Among the well known brands of flour put out by the Elm Grove Milling Company are: "A. & T's Best," "Red Rover" and "White Lilly." They also specialize in graham flour and corn meal, and deal in hay, clover, timothy, seed and oil meal.

The historic and successful past of this concern, together with their present progressive manner of doing things, assures the Elm Grove Milling Company a very bright future as one of the leading essential industries of the Greater Wheeling District.

THE E. C. FLACCUS CO.

In this issue it is found that our City has the distinction of being favored with practically every kind of industry, and which only shows the progress made through the extreme efforts and influence used by its capable management. Among its many various industries is found one having the distinction of an early establishment, this being what is now known as The E. C. Flaccus Company, and which originally was established in the year 1876, and then known as The Flaccus Brothers Company, manufacturers of table condiments.

When the fact is considered that food products along this line were given vast

THE WHEELING BOX CO.

Manufacturers of

BOXES AND SHOOKS

3007 Chapline Street

Phone 1575-J

space with our armies during the late World War it is with great pleasure that our city can yet boast of having this establishment yet in existence, and continuing in the manufacturing of table food products that the community and public finds so serviceable.

KALBITZER PACKING COMPANY

Wheeling is proud of such an industry as The Kalbitzer Packing Company. The company ranks high among the industrial achievements of the Wheeling District.

Founded about forty years ago by Mr. Chris. Kalbitzer, who had as his partners, Messrs. "Knowledge," "Good Health," "Energy," "Perseverance," "Courage," "Honesty," and "Pure Motives." Thus equipped, he went to work in that small, steady, sure-footed way that meant success. As the years passed more space was needed, the wonderful advance made in the industry, especially in the Middle West, encouraged inventors to bring out new labor-saving devices and machinery. Kalbitzers kept pace with every new improvement by investing all profits outside a living.

In 1910 the business was incorporated with a capital of \$200,000, with Mr. Chris. Kalbitzer, President and his son Mr. George W. Kalbitzer as General Manager. "George" had learned every detail of the business from his father, he had inherited and displayed the same sterling qualities, the same fondness for hard work and the same attributes.

Outside territory was developed by their traveling salesmen, and soon Kalbitzer products—especially pork—were being shipped East, West, North and South.

The company now employs from 70 to 100 men, at good wages.

Just a few years ago the capital was increased to \$400,000 to keep pace with the demand for their products.

On June 14, 1918, a retail store was opened at 1327 Market street, in charge of Mr. Chas. Norteman, who had learned the business from "Nose to Tip of Tail" at the Kalbitzer plant under the tutelage of the founder. This store is a "Gem," a model equalled by few and surpassed by none in the country—and Wheeling is proud of it. It is the "last word" in retail meat displaying and selling; its system of refrigerated—airtight—dustproof plate glass counter cases; its cutting-up room; its refrigerator vaults; its sanitary system; its pure air system installed by the best scientific experts obtainable, for which no expense was spared to protect every housewife in the buying of meats; the whole ensemble at first view suggests absolute cleanliness and warrants the success it has enjoyed.

Some wise sage once said: "Every great enterprise reflects the true character of its founder." In other words "The Quality of any product reflects the product."

From the very foundation of the Kal-

bitzer Co. "Quality" has been the sole aim, their ambition, their purpose and their policy has been to produce not the most—but the Best. The uniformity of excellence in Kalbitzer Meats and Meat products is the direct and logical result of close personal interest and supervision of the directing heads for the past forty years or more.

THE C. B. KIMBERLY CO.

By auto, on foot or an horseback, "stop, look and listen," is an essential: Has it ever occurred to you who constructs the concrete bridges, culverts, garages, private driveways and stretch after stretch of up-to-date concrete sidewalk?

A good book is known by its author and publisher—so with a good piece of contract work; it is known by the contractor and engineer. Imprints of the C. B. Kimberly Company, Contractors and Engineers, will be found engraved on several hundred side walks, numerous retaining walls, bridges, concrete garages and private roadways. Their reputation for the prompt, thorough, neat and business-like way of handling a job is well known.

The latter part of 1917 and the early part of 1918, during one of the most severe winters (when the Fulton and Baker street Traction bridges had been declared unsafe) this firm repaired them on a record time, maintaining traffic meantime at a cost of some \$25,000, relieving the anxiety of thousands that use this line daily.

Another example of speed and thorough workmanship for this company, was the construction of the concrete roadway for the County on the River Road, just north of the City limits during the war period; also the promptness with which it constructed the retaining wall at Caldwell's Run and the way it got to work on the City paving job on Eoff street.

Clifford B. Kimberly, President of the Company, was discharged from the army last February as a Lieutenant of Engineers. He gained considerable information on modern and rapid construction methods in his war work.

Mr. Clyde C. Pugh, Vice President and Supervising Engineer of the Company, is always alert to the interest of their clients.

The C. B. Kimberly Co. is organized and fully equipped for the construction of roadways—concrete, brick and macadam; concrete and masonry foundations and retaining walls; bridges, work of concrete and steel; the construction of industrial buildings; excavating of every character including mine shafts and slopes; emergency and special work of practically every nature involving the use of labor and construction machinery.

THE J. E. MOSS IRON WORKS

The structural steel building industry is well represented in Greater Wheeling by The J. E. Moss Iron Works whose plant and main offices are located at Twenty-

ORION KOLLER

CIVIL AND MINING ENGINEER AND SURVEYOR

Schmubach Building

Wheeling, W. Va.

eighth and Chapline streets.

This Company is engaged in Engineering and Contracting for steel structures of all kinds such as mill and factory buildings, offices, theatres and hotel buildings. They design, fabricate and erect the various steel and iron products which enter into the construction of modern buildings and bridges. In addition to an annual output of fifteen thousand tons of fabricated structural steel, they handle large quantities of miscellaneous and ornamental iron work, such as stairs, fire escapes, etc., also steel lumber, reinforcing material and fireproofing products.

They employ on an average about 250 men and their annual payroll is approximately \$300,000.00.

Their new large office building, which is now under construction, will soon be finished and will give them the needed additional office capacity to take care of their rapid expansion. From here their branch offices, located at Akron, Ohio; Charleston, W. Va.; Cleveland, Ohio; Columbus, Ohio; Philadelphia, Pa.; Pittsburgh, Pa.; and St. Louis, Mo., are directed.

It is understood that work has already been started on a new plant to be erected adjacent to their present one which will double their capacity. This will then be the largest and best equipped plant between Pittsburgh and Chicago.

Under the ambitious and energetic leadership of Mr. J. E. Moss, their founder and president, aided by a large and efficient organization, this company occupies a leading position in its field.

WHEELING BOX COMPANY.

The Wheeling Box Company, conveniently located at 3007 Chapline street, Wheeling, seems to be forcing its way to the front rank in its line by the sheer merit of the products of a modern plant and unusual service rendered patrons. The business was established in 1916, and since that time Mr. William Witsberger, the present capable manager, has been an important factor in the progress and success of the concern.

The Wheeling Box Company specializes in the manufacture of boxes, crates and shooks, to special order, and among the many prominent local firms for whom work is turned out regularly are: Hazel-Atlas Glass Company, Wheeling Stamping Company, Warwood Tool Company, Dillon Lens Manufacturing Company, Blue Ribbon Paint Company and the Wheeling Sanitary Manufacturing Company.

The plant is equipped to handle rush orders and large jobs, and it is believed that anyone desiring either boxes, crates or shooks would do well to consult the Wheeling Box Company.

WHEELING ELECTRIC COMPANY AND THE SUNNYSIDE ELECTRIC COMPANY

The Wheeling Electric Company supplies electricity for light, heat and power in the vicinity of Wheeling. The company supplies current to the following towns: Warwood, Wheeling, Benwood, Moundsville, W. Va., and Bellaire and Bridgeport, Ohio. Its affiliated company, the Ohio Power Company, supplies current from some 200 miles of lines to mines, factories and villages in Ohio. Current can be secured in Shadyside, West Virginia, Rayland, Tiltonville, Yorkville, Dillonvale, Adena, Smith-

field, Amsterdam, St. Clairsville, Bannock, Fushing, Fairport, Maynard, Neffs, Glencoe, Belmont, Bethesda and Barnesville.

The system of the above companies is connected also with the new power plant of 125,000 H. P. capacity at Windsor (Beech Bottom), W. Va., Canton, Ohio and Steubenville, Ohio. The lines and the plants of the Company are most up-to-date and unlimited supplies of current are available at exceedingly low and equitable rates. Following is a list of some of the larger industries already supplied with power: Seventy-four coal mines, two large chemical and smelter plants, seven foundries, seven flour and feed mills, eight glass plants, three enamel ware plants, three ice manufacturing plants, five laundries, three newspapers, four potteries, seven steel mills.

There are also 500 other power customers and 12,000 light consumers.

Some 40,000 kilowatts in residential and commercial lighting are connected and some 35,000 horse-power in motors.

The main offices of the companies are at 51 Sixteenth street, Wheeling, W. Va. Mr. J. B. Garden, of Wheeling, W. Va., is Vice President and General Manager. H. M. Sawyer, Power Engineer.

WHEELING STAMPING COMPANY

This firm, nationally recognized as a leader and one of the largest of its kind in this part of the country, is located on South Main, Water and Twenty-first streets. A large force of men and women is employed and the plant has enjoyed a steady run for a long time past. The Wheeling Stamping Company manufactures lamp burners, tubular lanterns, screw caps, aluminum specialties and collapsible tooth paste tubes. The officers of the company are: J. F. Paull, President; A. W. Paull, Secretary and General Manager; James F. Paull, Assistant Secretary, and Irwin Paull, Treasurer.

WHEELING MILLING AND GRAIN COMPANY

One of the latest additions to Wheeling's list of factories is the plant of the Wheeling Milling & Grain Co., located at 3625 McCulloch street. This Company manufactures flour and feed and handles grain in car lots. The equipment is of the latest and most approved pattern and every appointment is designed to meet the demands of scrupulous sanitation.

Perhaps two hundred and fifty thousand barrels of flour and fifty thousand tons of feed are consumed yearly in the Wheeling District. The crop of grain in the territory surrounding Wheeling is nearly adequate for local needs. The quality of the wheat is quite the equal of the majority of wheat grown in the United States. In fact the wheat ripened on the hillsides surrounding this city produces a bread whose flavor is hard to equal and surpassed by any. This distinctive feature was caught by the Company and machinery specially designed to retain the natural flavor of the wheat berry was installed. Hence The Wheeling Milling & Grain Company's leading brand called FLAVO is fast becoming recognized as Wheeling's leading bread flour.

The Milling Company's facilities are extending to meet the rapidly increasing needs of the business. A new corn grinding outfit is now in process of installation.

In course of a reasonable time the five

or six million dollar bounty heretofore yearly paid to the West and Northwest for bread by Wheeling citizens will be saved to the farmers and workmen of Wheeling by their own city's flour mill.

WHEELING TRACTION COMPANY

The Wheeling Traction Company now owns or controls about 100 miles of street railway trackage in the Greater Wheeling District and has established a regular service between Wheeling and Steubenville and between Steubenville and Brilliant and Steubenville and Weirton as well as divisions operating out of Wheeling to Moundsville and Wellsburg on the West Virginia side and to Belaire, Shadyside, Barton, Martins Ferry and Rayland on the Ohio side.

The Company employs over six hundred persons in its organization and operates in regular schedule between 90 to 100 cars, most of which are of the latest type, embodying all recognized safety features for the convenience and security of its patrons.

Recognizing the rapid growth and development of the Greater Wheeling Valley, the Company has many plans in view for the expansion and enlargement of its property and the Company fully recognizes its responsibility in providing adequate passenger and freight transportation in doing its part to help in the development of the District.

WHEELING SANITARY MANUFACTURING COMPANY

This Company enjoys the distinction of being the only manufacturer in the United States, with the one exception, of plumbers' sanitary ware, embracing a complete line of VITREOUS CHINA closet bowls, tanks, lavatories, drinking fountains, etc., SEMI-VITREOUS PORCELAIN all-clay bath tubs, kitchen sinks, laundry trays, urinal stalls, lavatories, drinking fountains, etc., and ENAMELED IRON bath tubs, lavatories and sinks.

The main office of the company is at Wheeling, W. Va., where one of the largest potteries in the country is located, making the vitreous products. The all-clay baths of porcelain ware are made at the pottery located at Tiltonville, Ohio, and the enameled iron ware is manufactured at Elm Grove, W. Va.

These products are distributed through the jobbers of plumbing supply materials throughout the entire country, and are justly celebrated for their artistic designs and high quality glaze and finish that have developed by the careful management of the plants over a period of many years.

The Company employs several hundred skilled and unskilled male and female workers, and the demand for their products is constantly on the increase.

WHITE SWAN LAUNDRY

The White Swan Laundry, corner Tenth and Market streets, Wheeling, is one of the oldest laundries here, having been established in 1895. The quality of their work is well known to all who have been fortunate enough to have work done at this up-to-the-minute plant. Union workers are employed in all departments covered by local organizations.

Mr. Frank R. Scroggins, the proprietor, is among Wheeling's well known business men and has been active for the public welfare in many ways.

SIMON WHITE & SONS

This firm was established over a hundred years ago, and are manufacturers of Mausoleums, Monuments, Markers and Memorials of quality. The home office and factory is located at No. 115 Main street, Claysville, Pa. A branch is maintained at No. 35 Maiden street, Washington, Pa., while a branch factory and office is located at No. 28 Sixteenth street, Wheeling, W. Va.

The Company owns and operates the largest retail manufacturing plant of its kind in the State. Customers everywhere have found it a great source of satisfaction to do business with a firm that actually produces only first quality work. No matter what part of the country you may live in, you will find Simon White & Sons able to serve you well, and their memorials are everywhere recognized as standard. The Wheeling office is especially convenient to anyone contemplating the purchase of a Memorial or Monument, as here as well as at the other offices, you can see the various designs and make your selection in a manner that will insure your complete satisfaction.

BANKS

THE BANK OF WARWOOD

The Bank of Warwood is located at Warwood, one of the towns absorbed by Wheeling by the Greater Wheeling charter. This bank started business about eight years ago and has enjoyed a substantial growth in its business each year since its organization, its resources have grown to \$400,000.00.

This institution is held very highly by its customers as it has always endeavored to take care of their business in a very satisfactory manner in each of the departments of the Bank.

C. H. Ebberts, who has been Cashier since its organization and deserves much credit for the success of this institution as his policy has always been that no business is too small to receive the careful attention of the officers and employees of the Bank.

Several years ago the Bank built a very substantial Bank building located in the most central part of Warwood, this building being very highly prized by its citizens.

The general equipment in the Banking room is of the latest style including a large fire and burglar proof vault.

CENTER WHEELING SAVINGS BANK

This banking institution is located on the corner of Market and Twenty-second streets, Wheeling. With resources of a million, five hundred thousand dollars, it does a general banking business. Four per cent. interest is paid on savings accounts and certificates of deposit. Center Wheeling residents in particular should avail themselves of the excellent service offered by this bank. Step in and have a talk with the officials. Col. Jere A. Miller is the President, while Mr. J. H. Scheufler is the Cashier. Frank Dowler, Assistant Cashier.

THE CITIZENS-PEOPLES TRUST CO.

The Citizens-Peoples Trust Company whose advertisement appears elsewhere in this booklet, is one of Greater Wheeling's youngest and most progressive banking institutions, having been organized

April 1, 1916, as the Citizens Savings & Trust Company, and continued as such until July 1, 1917, when it merged with the Peoples Bank and became the Citizen-Peoples Trust Company. They are located in the Conservative Life Insurance building, corner Sixteenth and Market streets, where they have established a growing and successful Bank and Trust Company, under the guidance of the following well known and progressive citizens: Alexandar Glass, President; L. F. Haller, Vice President and Cashier, Geo. W. Eckhart, Vice President; H. F. Juergens, Vice President; Henry W. Gundling, Secretary; Herman H. Beneke, Assistant Cashier; Anton Bieberson, Manager Real Estate Department.

Directors—Alexander Glass, L. F. Haller, H. F. Juergens, G. M. Ford, John L. Ellis, W. J. Cook, Wm. F. McKinley, Geo. E. Riddle, Otto Schenk, Chas. O. Ephlin, Henry Bieberson, W. C. Handlan, W. L. Brice, H. M. Russell, Jr., J. C. McKinley, Frank Gruse, H. F. Behrens, Geo. W. Eckhart, W. I. Frissel, James Henderson, Geo. M. Snook, Baird Mitchell, F. G. Strochmann, Chris. L. Steinmetz.

They have acquired the room adjoining their present room and are now making extensive improvements, and upon completion of same will have one of the most spacious and convenient banks of Greater Wheeling.

DOLLARS SAVINGS & TRUST COMPANY

This institution is deservedly proud of its record of rapid growth, from a small Savings Bank, organized in 1887, to its present position of being able to have for its slogan,

"LARGEST BANK IN THE STATE, SOLID AS IT LOOKS."

and has for its home one of the best banking rooms in the United States.

Its many friends and patrons are taken care of in the most accommodating manner, no matter whether it be the small transaction of a DOLLAR deposit or the financing of the largest undertaking of the Ohio Valley.

Its Trust Department is at the command of its customers and always ready to be of service in any manner pertaining to estates or the administration of same.

Firms, corporations or the individual desiring the best of service will receive same at this large and efficient Banking Institution.

MORRIS PLAN COMPANY OF WHEELING

The Morris Plan Company of Wheeling is an institution of financial service that the people of Wheeling District are coming more and more to appreciate, as evidenced by its remarkable growth during the past year. The institution was founded for the benefit of honest working people in particular, and if you need money for any useful purpose, you can feel as much at liberty in going here for a loan as in asking your good friend, the corner grocer, to wait until next Saturday for his payment on account.

The Morris Plan is based on the belief and knowledge that an honest working man is entitled to trust and that it is in keeping with good business policy to loan him money for legitimate needs. Recognizing that it is safe to loan money to an honest man, it is likewise safe to accept

him as a co-maker on a note. Therefore, you are not compelled to get real estate owners to sign with you as security.

On loans that are secured by co-makers, the Company charges six per cent. interest and a fee of one dollar for every fifty dollars borrowed, but no fee exceeds five dollars. They also loan on Liberty Bonds.

The Morris Plan Company pays five per cent. interest on Certificates of Deposit.

Officers of the Company are located at 17 Eleventh street, Wheeling, and the daily banking hours are from nine to three, and on Saturday evening from six to eight o'clock. The officers of the Company are all well known local people, and Mr. W. H. Elbin, the genial manager, is always willing to take to visitors and answer inquiries.

MUTUAL SAVING BANK

The Mutual Savings Bank, located at 1126 Market street, Wheeling, is an unusual banking institution in that it is chartered by the State and is owned solely by its depositors. When you deposit money in the Mutual Savings Bank, you automatically become one of the owners. Four per cent. interest has been paid for many years.

The Bank does not have a capitalization, since it is owned by its depositors. Its resources, at the beginning of 1920, reached the huge sum of \$2,085,680.00, of which \$131,900.00 in its surplus fund. It will therefore, be seen that the Mutual is one of the largest banks in the community. Mr. Alex Mitchell, one of the original incorporators of the Mutual Savings Bank, is still at the helm of the institution, guiding it ever onward on its Road of Continuous Success.

QUARTER SAVINGS BANK & TRUST COMPANY

The record of this Banking Institution is a record of growth and service to the people of the community. Organized in 1901, with a capital of \$25,000.00, the institution started business as the Quarter Savings Bank on July 1, 1901. In 1914, the capital stock was increased from \$25,000.00 to \$100,000.00, and during the same year the present location was secured, where the handsome and convenient banking building as it now stands was built in 1915.

Since that time the deposits have more than doubled and the bank's resources have more than doubled. During the month of January, 1920, the capitalization was again increased, this time from \$100,000.00 to \$200,000.00, and six new Directors added to the Board, including J. E. Moss, J. Sumner Jones, J. H. Young, Fried Cox, J. E. Reid and John Wenzel.

Mr. J. F. Ebeling is the efficient Cashier of the Quarter Savings Bank & Trust Company, and one of the best known banking men in this part of the country. The present Board of Directors is composed of the following named well known men: George J. Mathison, H. C. Kalbitzer, Seaton Alexander, R. C. Dancer, John Coleman, A. A. Schramm, W. C. Eberts, Andrew McGinley, R. W. Marshall, J. E. Moss, J. Sumner Jones, J. H. Young, Friend Cox, J. E. Reid and John Wenzel.

With increased capitalization, the foreign department and recently added Trust Department, the bank is now better equipped than ever to handle its ever increasing business and service to the public.

SECURITY TRUST CO.

The value of a Bank to the community is proven by its record of growth, a reflection of the people's appreciation of service. The following comparative statements of the Security Trust Company is therefore quite interesting:

Statement of Security Trust Company as of December 31, 1903:

Resources	
Cash and due from banks.....	\$ 83,438.14
Furniture and fixtures.....	20,000.00
Loans and Discounts.....	617,356.65
	<hr/>
	\$720,794.79

Liabilities

Capital, surplus and undivided profits	\$455,770.06
Deposits	265,024.73
	<hr/>
	\$720,794.79

Statement of Security Trust Company as of December 31, 1919:

Resources	
Cash and due from banks.....	\$ 264,478.00
Loans and discounts.....	1,626,943.68
Overdrafts	1,922.79
Stock Federal Reserve Bank...	15,000.00
Bonds and securities.....	736,692.58
Banking house, furniture and fixtures	230,145.41
Real estate owned.....	88,475.78
	<hr/>
	\$2,963,658.24

Liabilities

Capital, surplus and undivided profits.....	\$ 589,943.85
Dividends, payable January 2, 1920	5,000.00
Certified checks and cashier's checks outstanding.....	4,720.59
Deposits due to banks.....	2,222,993.80
Bills payable, Federal Reserve bank	140,000.00
	<hr/>
	\$2,963,658.24

WHEELING BANK & TRUST COMPANY

Conveniently located at the corner of Twelfth and Market streets, Wheeling, this modern banking institution is among the leaders. With a capitalization of \$300,000.00, this bank has resources of \$5,687,509.71, of which \$421,855.36 is in their surplus fund. S. W. Harper is the President; J. F. Heil, Vice President; G. W. Jeffers, Cashier and Secretary and Ed Yager, Trust Officer. Also, this bank is now a member of the Federal Reserve System.

Personal attention of the officers is given to all accounts, large and small, and four per cent interest is paid on Certificate of Deposit and Savings Accounts. The bank is well equipped to handle your account and the officers of the bank will be glad to talk over with you any matter relating to your financial affairs, in strict confidence.

"IT'S A BOOSTER FOR YOUR COMMUNITY"

"IT'S A BOOSTER FOR YOU"

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(Trade Mark)

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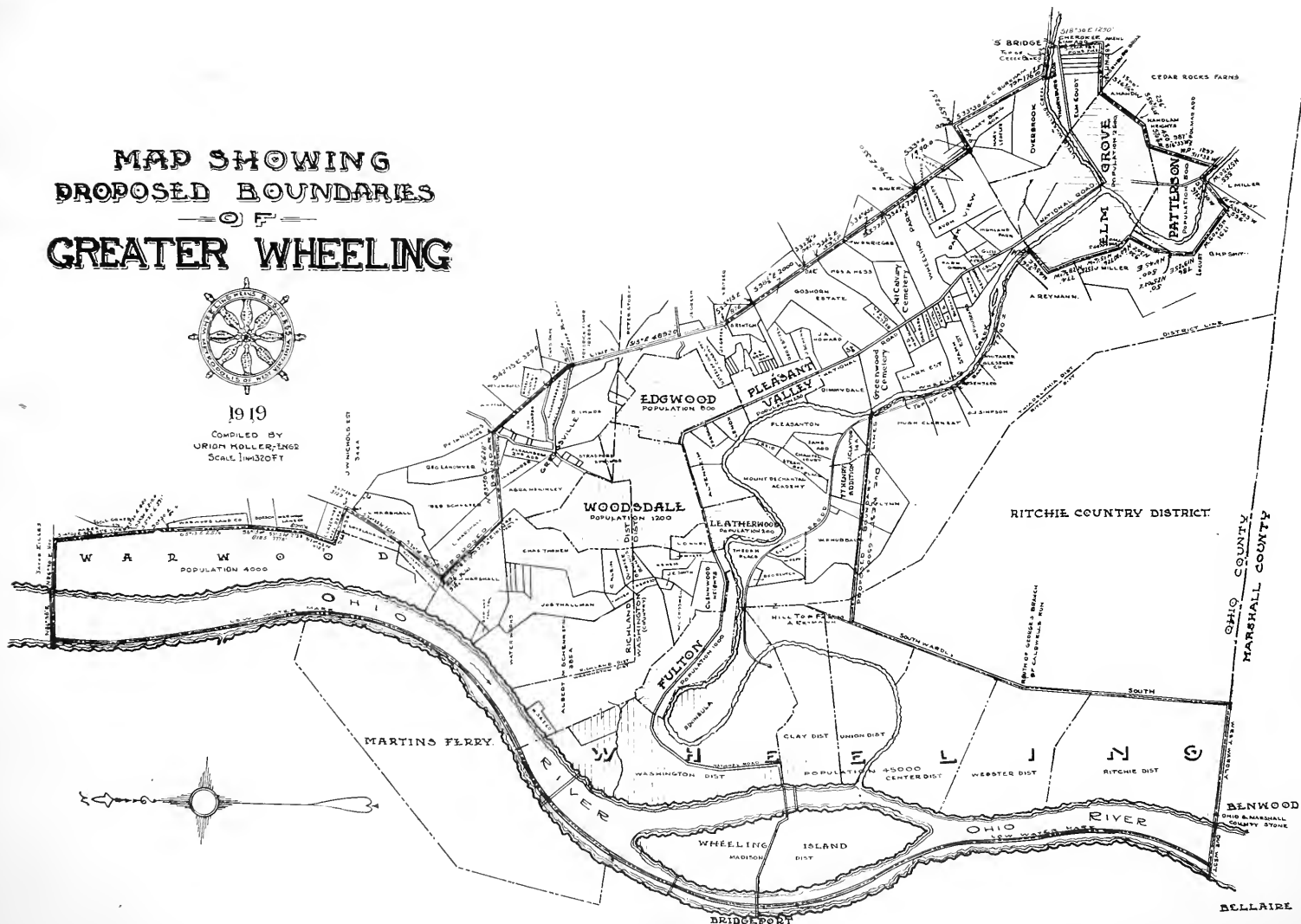
A Panoramic View of the Island

MAP SHOWING PROPOSED BOUNDARIES — OF — GREATER WHEELING



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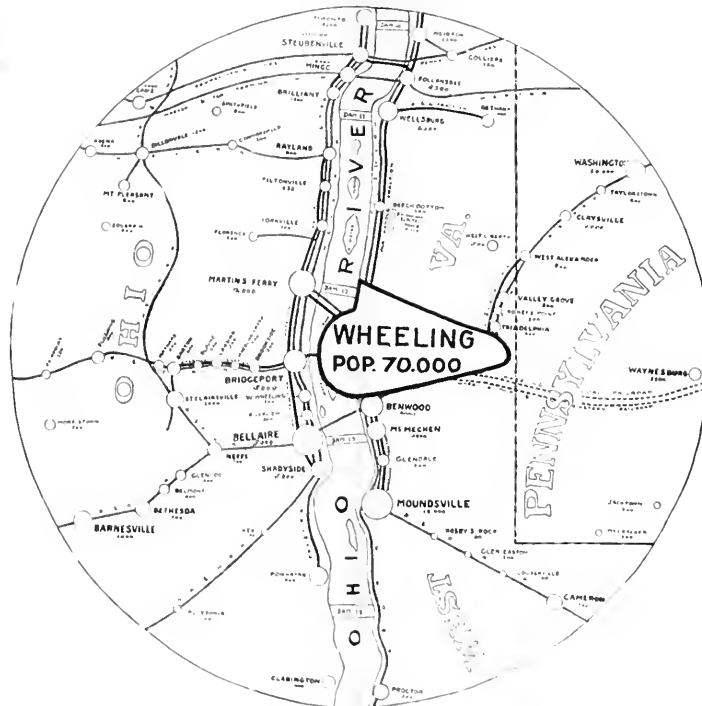
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and Business Section of Wheeling

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**If You Want Your Town To Be a
GOOD TOWN, First Make Your-
self a Substantial Block in the En-
during Structure by Being a
GOOD CITIZEN.**



A Panoramic View of the Island and Business Section of Wheeling

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Wheeling

WEST VIRGINIA

**Is a Mighty Good Town Where
Good People Live and Enjoy
Good Things**